



EUROPE'S BEST ADDRESS



Vienna
International
Airport

Key Data on the Flughafen Wien Group

Industry Indicators	2000	Change in %	1999	1999	1998
	IAS			HGB	
MTOW ¹⁾ (in mill. tonnes)	5.3	6.6	5.0	5.0	4.7
Passengers (in mill.)	11.9	6.6	11.2	11.2	10.6
Transfer passengers (in mill.)	3.4	9.3	3.1	3.1	2.8
Flight movements	186,469	8.6	171,682	171,682	165,242
Cargo (air cargo and trucking; in tonnes)	180,667	12.1	161,238	161,238	150,123
Financial Indicators (Amounts in € mill., excl. employees)	2000	Change in %	1999	1999	1998
Total turnover	327.4	4.7	312.6	312.6	316.5
Thereof Airport	137.4	4.0	132.1		
Thereof Handling	117.9	8.9	108.3		
Thereof Non-Aviation	71.7	- 0.4	72.0		
EBIT	93.1	4.0	89.5	84.1	65.6
EBIT-Margin ²⁾	27.9	- 1.2	28.2	26.5	20.5
EBITDA-Margin ³⁾	41.1	- 1.3	41.7	41.6	35.0
ROCE ⁴⁾	14.8	5.1	14.0	13.6	10.2
Net profit	73.1	18.0	61.9	56.0	51.6
Cash flow ⁵⁾	100.9	- 13.9	117.2	117.8	104.2
Equity	513.7	- 10.1	571.2	574.0	548.6
Capital expenditure ⁶⁾	28.5	- 46.1	52.9	52.9	24.9
Taxes on income	26.2	- 22.8	33.9	35.0	24.7
Stock Market Indicators	2000	Change in %	1999	1999	1998
P/E Ratio (at year-end)	11.6	- 1.0	11.7	12.8	16.9
Earnings per share	3.5	18.0	3.0	2.7	2.5
Dividend per share (incl. bonus)	2.1	31.3	1.6	1.6	1.5
Pay-out ratio (as % of net profit)	60.3	11.2	54.2	60.0	59.2
Market Cap (at year-end, in mill.)	846.3	116.8	724.7	724.7	878.0
Market weighting (at year-end, in %)	3.0	31.1	2.3	2.3	3.2
Employees ⁷⁾	2,644	3.8	2,547	2,547	2,466

Notes:

1) MTOW: maximum take-off weight for aircraft

2) EBIT-Margin (earnings before interest and tax) = EBIT / Operating income

3) EBITDA-Margin (earnings before interest, tax, depreciation and amortisation) = EBIT + Depreciation / Operating income

4) ROCE (Return on Capital Employed after Tax) = EBIT / Average Capital Employed

5) Operating Cash flow

6) Tangible and intangible assets

7) Weighted average number of employees as of 31.12. including apprentices and employees on official leave (maternity, military service, etc.) and excluding the management board and managing directors.

Who is Who

Members of the Supervisory Board:

Chairman:

Johannes Coreth, Member of the Board of Niederösterreichische Versicherung

Deputies:

Andreas Staribacher, Certified public accountant

Erich Becker (up to 3 Mai 2000), Chairman of the Board of VA TECH

Johannes Ditz (3 Mai to 15 November 2000), Member of the Board of ÖIAG

Reinhard Gogola, Mayor of Schwechat, secondary school professor

Wilhelmine Goldmann (up to 15 November 2000), Head of Privatisation Department, ÖIAG

Franz Lauer, Deputy General Director of Wiener Städtische Versicherung

Roderich Regler, Head of Traffic Policy Department, Austrian Federal Economic Chamber

Christopher L. Reilly, Managing Director of UBS Warburg, London

Georg Wailand, Deputy Editor-in-Chief "Neue Kronen Zeitung", publisher of "Gewinn"

Delegated by the Works Committee:

Manfred Biegler, Chairman of the Salaried Employees' Works Committee

Gerhard Gager, Chairman of the Waged Employees' Works Committee

Eduard Oettl, Waged Employees' Works Committee

Ferdinand Remischberger, Deputy Chairman of the Salaried Employees' Works Committee

Alfred Schuller, Deputy Chairman of the Waged Employees' Works Committee

Representatives of the Supervisory Authorities

Rolf A. Neidhart

Gerhard Stadler

Members of the Management Board

Herbert Kaufmann, Speaker

Gerhard Schmid, Chief Operating Officer

Kurt Waniek, Chief Financial Officer

Joint signatories

Peter Bolech, Executive Vice President, Head of Airline & Terminal Services

Ernest Eisner, Executive Vice President, Head of Handling Services

Siegfried Gangl, Senior Executive Vice President, Head of Finance and Group Shareholding

Franz Imlinger, Executive Vice President, Head of Management Services

Dagmar Lang, Executive Vice President, Head of Communications

Karl Schleinzler, Executive Vice President, Head of Airside Services

Josef Stadler, Executive Vice President, Head of Secretariat General

Michael Tmej, Executive Vice President, Head of Consumer Services

Annual Report 2000



Flughafen Wien AG

**In the beginning,
the real power of technology was only a dream.**

A simple example:

**Transfer time of 25 minutes.
A clear-cut goal that long remained an illusion.**

**But this illusion became reality.
Take advantage of the right opportunities, solve
logistic problems, and use the full potential of modern
technology. Technology that borders on magic: today
Vienna is the fastest transfer airport in the world.**

**Precision that guarantees results. Baggage suddenly
becomes intelligent. A passenger and his luggage
go separate ways, and meet again magically at the
same destination.**

Logic explains only half the picture.

But it does lead to wonder.

Handling

More than 1,000 tonnes of cargo and baggage every day.







The essence of magic is
basic technology.





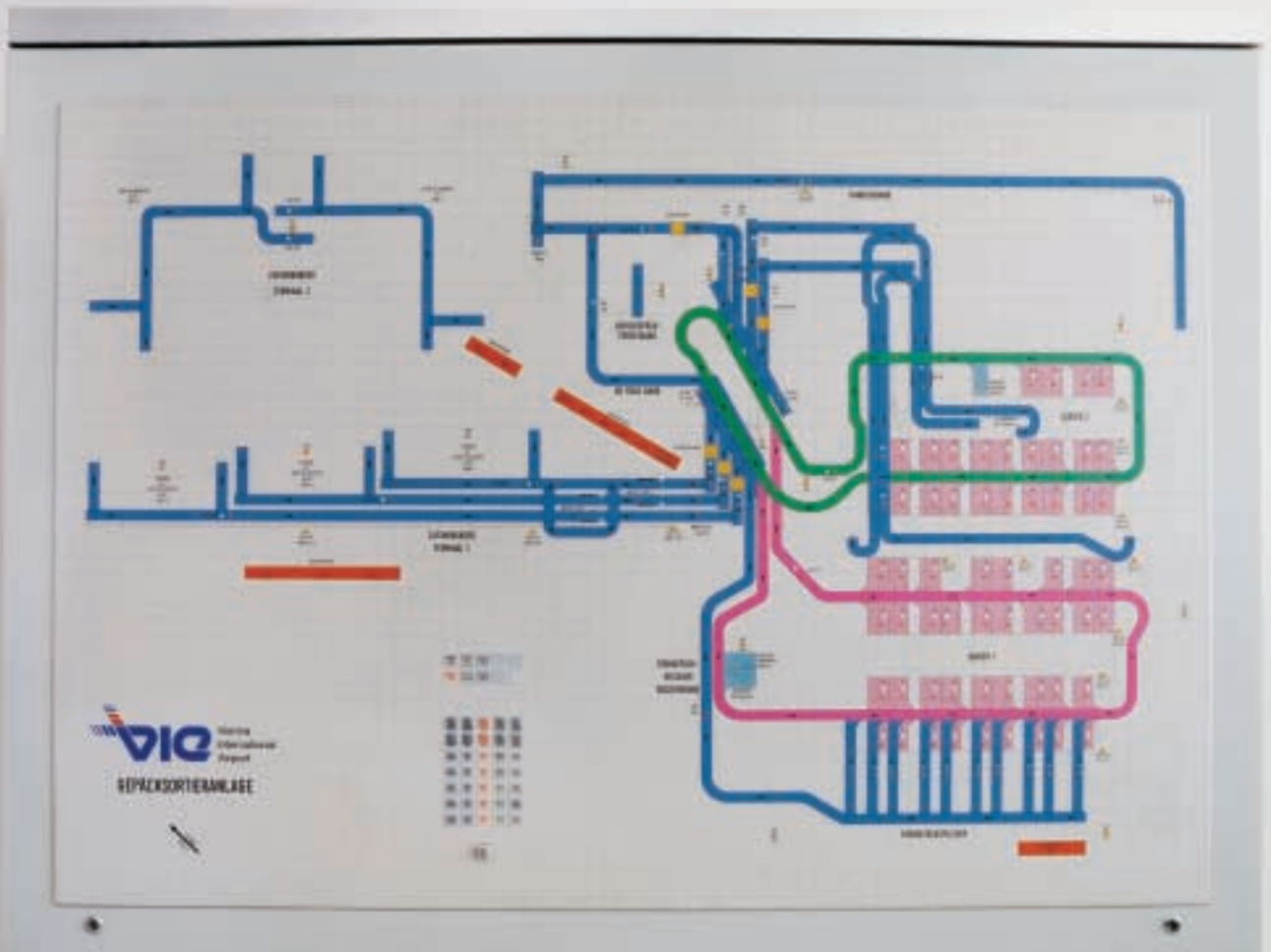


— eiba
HEIMANN

Safety
Friendly, concentrated and fast – direct to the gate.



Control centre
Over 2 km of conveyors at a glance.



Transfer

With transfer time of 25 minutes, the fastest airport in the world.



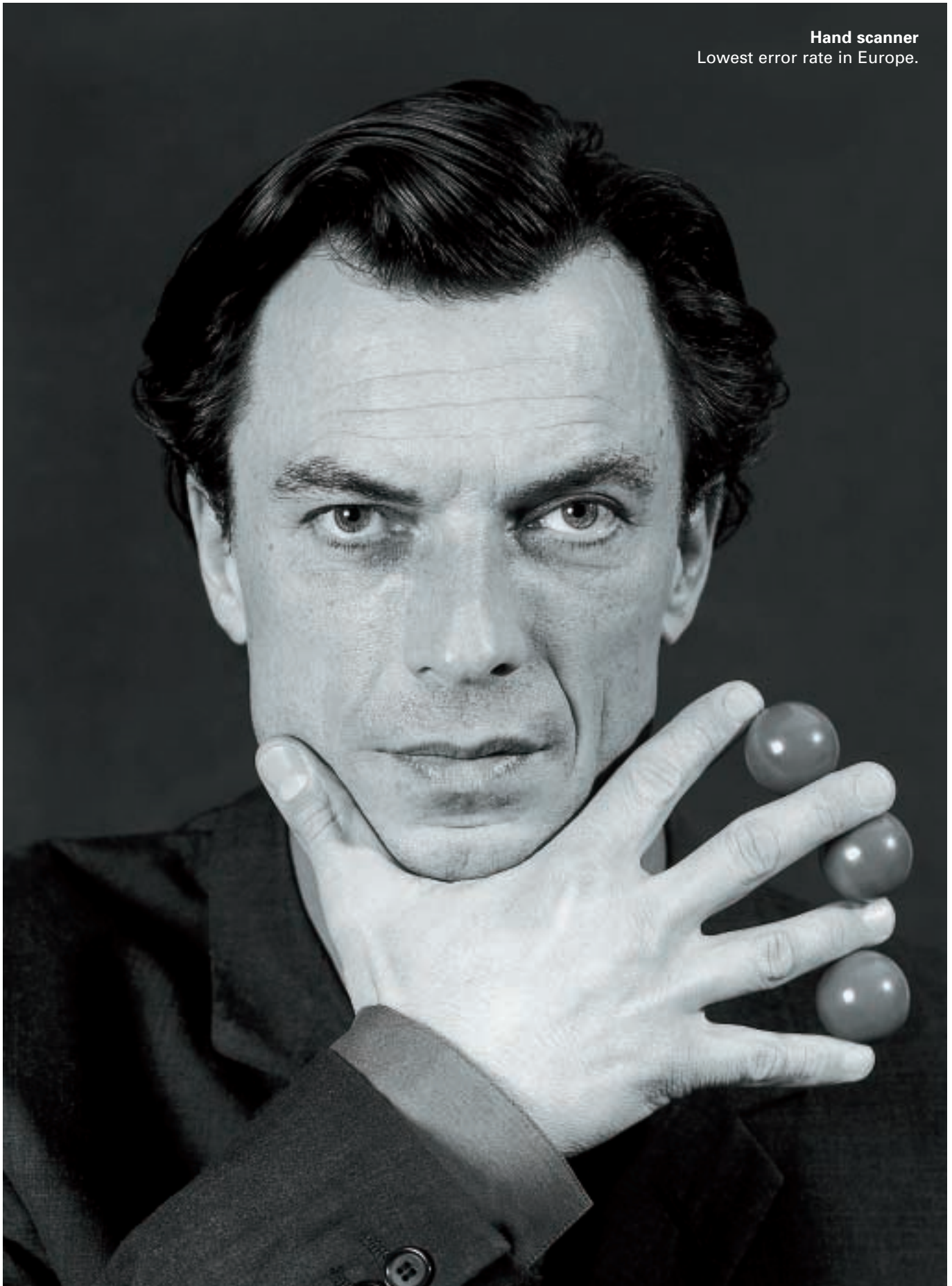


11

12:00



Hand scanner
Lowest error rate in Europe.



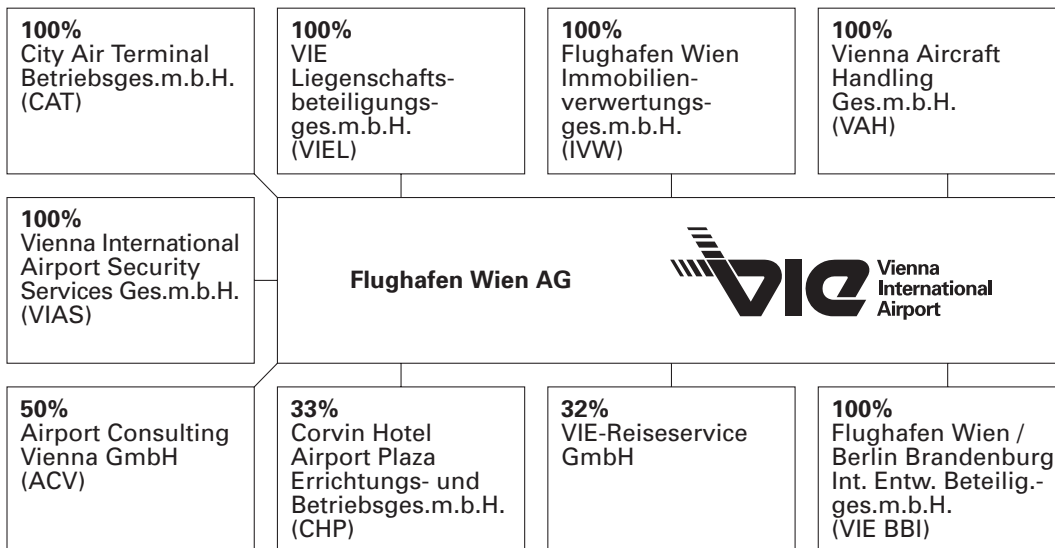


Structure of the Flughafen Wien Group	18
Vienna International Airport	19
Statement by the Management Board	20
The Aviation Business	22
Success Factors	24
Flughafen Wien Shares	28
Status Report 2000	
The Business Environment	32
Turnover	34
Earnings	36
Financial, Asset and Capital Structure	38
Investment	40
Future Developments	42
Outlook	43
Segments of Business in Detail	
Airport	44
Handling	48
Non-Aviation	51
Innovation	55
Employees	56
Environmental Statement	58
Communications	60
Financial Statements 2000	
Consolidated Income Statement	70
Consolidated Balance Sheet	71
Consolidated Cash Flow Statement	72
Consolidated Statement of Capital and Reserves	73
Notes	74
Audit Opinion	95
Subsidiaries of Flughafen Wien AG	96
Report of the Supervisory Board	99
Glossary	100

Structure of the Flughafen Wien Group

Organisation of the Group

The following diagram shows the major holdings relevant for the 2000 business year. A complete list of all investments held by Flughafen Wien AG can be found on pages 96–98. VIE BBI, a wholly owned subsidiary of Flughafen Wien AG, holds an investment in the development company involved in the privatisation of Berlin-Brandenburg Flughafen Ges.m.b.H. (BBF), and will own a 7% share of this company in the future.



Vienna International Airport

A growth-oriented service company in a rapidly changing market

___ Following a change in our ownership structure last year, Flughafen Wien AG is now one of only three publicly traded European airports in which the state holds only a minority interest. We are a growth and earnings-oriented service company that currently serves as developer, builder, and operator of Vienna International Airport and related services. We intend to develop the airport's growth potential and the advantages provided by our location to maximise value for our shareholders.

___ As the major transfer airport between East and West Europe, Vienna Airport is a key economic driver for the entire eastern region of Austria: 198 companies employ a total of nearly 12,000 people at our site. A further 12,000 jobs¹⁾ are indirectly dependent on airport operations. The value added by Vienna International Airport to the Austrian economy exceeds € 2.1 billion, or roughly 1% of the Austrian gross domestic product. In the past three years, employment at the airport has grown 18-times faster than the Austrian economy. Vienna International Airport enjoys a high degree of acceptance with the population, due to its economic importance for the region. This factor will play a major role in our further expansion. We are committed to remain an important image maker for Austria in the future.

1) Source: Austrian Institute for Industrial Science, Study "The Airport as an Economic Factor ", 2000

Statement by the Management Board

Higher traffic, earnings growth, new ownership structure

Dear Shareholders,

___With this annual report, we are pleased to present record earnings for the third year. Net profit for the year increased by 18.0% to € 73.1 million, earnings before interest and tax went up by 4.0% to € 93.1 million, and profit before tax rose by 7.0% to € 102.6 million.

___These outstanding results are not only the result of dynamic growth in traffic. Our competitor in ground handling did not operate at full capacity for the entire reporting year, as we had expected. The share buyback had a positive effect with the transfer of the repurchased 10% of share capital to an employee foundation in bringing about a reduction in both the tax rate and personnel expenses. Our employees are now able to participate in the success of their company through dividend payments. This change from the former bonus system led to a reduction in personnel expenses for 2000.

___At the same time we were able to create a shareholder structure that makes us one of three public traded airports in Europe in which public authorities own only a minority share. We were able to realise our strategy for the buyback of 10% of the share capital and the return € 94.5 million to shareholders, while pursuing our extensive site development plans. A number of other European airports are also preparing for privatisation over the stock exchange, a process we have successfully completed.

___For the first time in the history of the Company, our financial statements have been prepared in accordance with International Accounting Standards (IAS). This reflects the requirements of investors for increased transparency. We are therefore reporting both turnover and earnings before interest and tax for our three business segments – Airport, Handling and Non-Aviation.

___Development of traffic during the reporting year exceeded forecasts. While the number of passengers increased by 6.6% compared to our forecast of 6%, competition between the Qualiflyer Group and Star Alliance led to unexpectedly high growth in flight movements (8.6% vs. 5% forecast). At 6.6%, the maximum take-off weight slightly exceeded the forecast level of 5%. Cargo rose by an 12.1% compared to our forecast of 1%.

___In contrast to our capital expenditure budget of € 73 million for 2000, we invested € 29.7 million. The decision to award the contract for expansion of the Northeast Terminal to the Itten-Brechbühl-Baumschlager-Eberle architect group required an extensive process of consultation. The contract was signed in November 2000. The additional flexibility gained through this procedure will more than offset any delay.

___With little financial expense, but high effectiveness, the key AAA Project commenced during the reporting year. This first joint project for an airport, airline and flight control (Vienna

International Airport, Austrian Airlines and Austro Control) is designed to increase peak time capacity, provide relief to residents during low traffic periods, and improve overall on-time performance.

___ We understand the importance of realising our expansion plans in consultation with our neighbouring residents, and took a first step in this direction last year. Representatives of the Provinces of Vienna and Lower Austria, neighbouring communities, citizens' committees and the aviation industry have come together in a mediation process to develop solutions for all relevant issues. This also demonstrates our readiness to work towards better access to the airport.

___ We not only want to increase the importance of the airport as an economic engine for the region, but also attract new businesses to the area. We expect the eastward expansion of the EU will increase our attractiveness as a business site. We plan to expand our position as the crossroads between East and West. We will also need a strong, independent home carrier with whom we can pursue this strategy.

___ The configuration of the new larger terminal is also an important success factor for the future. We must be able to handle an ever increasing number of passengers, while maintaining our high standards of quality, in particular ensuring that we continue to offer the shortest connection time in Europe.

___ In the handling segment, we want to offer our customers the maximum benefit, at least cost, in order to maintain a dominant market share over the medium term.

___ In connection with our strategy of internationalisation, we will continue to evaluate the many projects presented to us and realise only those – such as Berlin-Brandenburg – which promise to be successful from both a strategic and rate of return standpoint.

___ We are convinced that Flughafen Wien AG is a company with a promising future, one that will deliver good growth over the medium and long term.

___ We would like to express our thanks to all our employees, managers, and members of the Works' Council for their efforts and dedication, and our business partners for the trust they have placed in us.

Yours sincerely,

The Management Board

Herbert Kaufmann
Speaker

Gerhard Schmid
Member

Kurt Waniek
Member



The Aviation Business

The basics for an airport operator

Key criteria for evaluating our airport business are its major revenue drivers – maximum take-off weight (MTOW), the number of passengers, and flight movements. This last indicator provides information on the number of take-offs and landings, and use of runway and apron capacity. The economic importance of this data only becomes apparent when this figure is related to the types of aircraft in operation (for handling revenues) and cargo volume and, above all, to the number of departing passengers and MTOW. Aircraft manufacturers determine a maximum allowable take-off weight for each type of aircraft, and landing fees in Vienna are based on this figure, regardless of actual load. The number of passengers also has a direct impact on airport revenues through the "passenger tariff" that airlines charge each departing passenger. The ideal traffic development for Vienna International Airport is therefore high growth in MTOW and passenger volume coupled with a lower increase in flight movements as this will permit use of existing runway capacity for a longer period.



Passengers

1995		8,546,000
1996		9,141,000
1997		9,738,000
1998		10,639,000
1999		11,204,000
2000		11,940,000

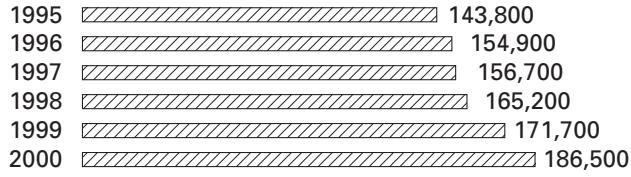


Transfer passengers

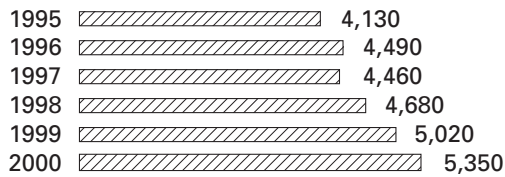
1995		1,649,000
1996		1,765,000
1997		2,067,000
1998		2,783,000
1999		3,066,000
2000		3,352,000



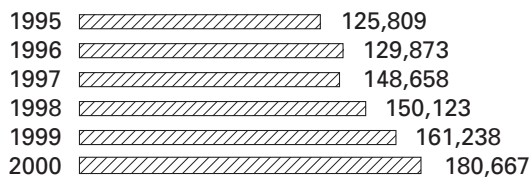
Flight Movements



Maximum Take-Off Weight in thous. tonnes



Cargo (Air Cargo and Trucking) in tonnes



Success Factors

The foundation for long-term growth

Transfer Speed

___In all international reservation systems, total flight time is the decisive success factor for ticket sales. After non-stop and direct flights, routes with minimum connecting time are the most popular – and the transfer time for flights to and from Vienna is the lowest in Europe.



Minimum Connecting Time in Europe¹⁾ in minutes

VIE	0:25
MUC	0:35
ZRH	0:40
CPH	0:45
FRA	0:45

1) Published guaranteed connections, Source: OAG Flight Guide

High-Tech Handling

___Of particularly importance for transfer passengers is a baggage handling system that can keep pace with fast connections. Thanks to state-of-the-art technology, Flughafen Wien AG handling services are among the best in the world. Necessary documents are prepared directly at the aircraft, thereby saving valuable time. Modern equipment guarantees smooth handling and helps avoid delays (also see on-time performance).



Baggage Statistics

Year	Number of Pieces arrival + departure	Peak Days	Number of Pieces arrival + departure
1995	7,950,000		
1996	8,510,000		
1997	9,120,000		
1998	9,980,000		
1999	10,510,000	04.07.1999	47,500
2000	11,210,000	01.07.2000	50,300

East-West Hub

___Developing Vienna International Airport into the leading East-West hub is a strategy we are pursuing together with our home carrier, the Austrian Airlines Group. Vienna now offers a total of 37 destinations throughout Eastern Europe.



Number of Destinations in East and Central Europe

	1998	1999	2000
VIE	30	37	37
FRA	32	34	35
MUC	14	15	15
CPH	19	18	19
ZRH	19	22	21

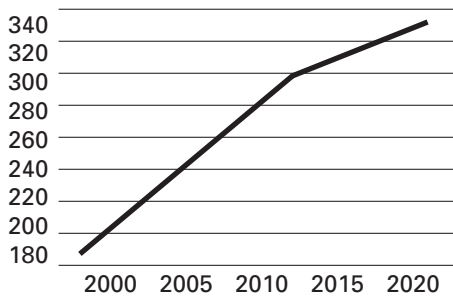
Source: OAG Flight Guide, Summer 2000

Growth

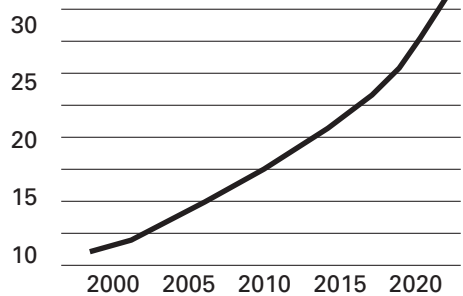
___For several years, international air traffic has been growing faster than the worldwide economy. We assume an average increase of 6% per year for Vienna International Airport, which translates to a rise of 75% in passenger volume and 40% in flight movements over the next decade.



Flight movements forecasts in thous.



Passenger forecasts in mill.



___In preparing for the future, we must focus on the way that peak hours are developing – for both flight movements and the number of passengers handled. To maintain current quality standards in the face of continuing passenger growth, we plan to expand the North-East Terminal. The first construction phase is scheduled for completion in 2007 and will include approximately 100 extra check-in counters, 34 additional gates, and 17 new docking positions. In addition, the apron is also being extended.

___Based on current growth forecasts and technical standards, Vienna International Airport will also need to construct another runway by 2010, parallel to one of the two intersecting runways now in operation. The solid financial position of Flughafen Wien AG will guarantee long-term financing for our expansion plans. We are undertaking all efforts to seek the best consensus possible with neighbourhood communities and environmental organisations.



Development of Peak Hours¹⁾

1. Hour ²⁾	1999	2000	Change
Arriving passengers	2,870	3,417	+ 547
Departing passengers	2,713	3,132	+ 419
Total passengers	4,215	4,125	- 90
Landings	36	42	+ 6
Take-offs	37	41	+ 4
Total flight movements	52	56	+ 4
30. Peak Hours (typical peak hr.)	1999	2000	Change
Arriving passengers	2,245	2,643	+ 398
Departing passengers	2,459	2,633	+ 174
Total passengers	3,519	3,714	+ 195
Landings	31	37	+ 6
Take-offs	34	37	+ 3
Total flight movements	47	51	+ 4

1) Hour with the most flight movements 2) First hour with the most flight movements

On-time Performance

According to airline information, each minute of delay costs the carrier an average of € 57. Missed connections and angry passengers harm both the image of the airline and the airport. Vienna International Airport is one of the most punctual in Europe, ranking in the top third of AEA statistics after the Scandinavian airports. Despite an increase in traffic, on-time performance improved to 23% in 2000.



Delays on inter-European flights in 2000 (AEA)

	in % of departures	in % of arrivals
VIE	23.2	23.1
FRA	20.0	24.3
MUC	24.7	22.1
ZRH	32.0	30.5
MLP	36.6	38.3
European average	25.5	25.5

Delay = planned departure/arrival time exceeded by more than 15 minutes

Service

International studies on passenger satisfaction confirm the top rating of Vienna International Airport. An IATA survey awarded the airport top marks in its category – especially for baggage handling, transfers, gastronomy and shopping.

In our internal quarterly passenger survey, the "Performance Index" rose to an impressive 1.35 despite an increase in traffic during 2000.

Overall Terminal Performance (1 = very good, 5 = very poor)

	1997	1998	1999	2000
Number of persons surveyed	8,243	8,385	8,155	8,562
Overall Terminal Performance	1.52	1.44	1.43	1.35
Orientation in the terminal	1.51	1.48	1.44	1.36
Cleanliness	1.33	1.35	1.34	1.46
Security controls	1.45	1.39	1.42	1.28
Waiting time	1.52	1.50	1.53	1.36
Check-in services	1.41	1.38	1.35	1.24

Customer Service

Another major factor in the success of Vienna International Airport is close co-operation with our home carrier, the Austrian Airlines Group. Major projects such as the expansion of the North-East Terminal are developed by joint working groups to help meet customer demands in the most efficient way. Regular business-to-business surveys of our customers and tenants show excellent ratings.



Business-to-Business Survey.

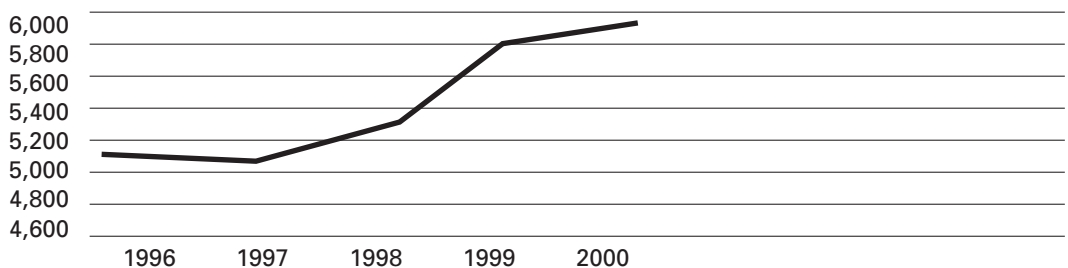
Satisfaction with personal service (share of very satisfied/satisfied in %)

	1998	1999	2000
Electricity	75	76	80
Rentals	62	64	65
Telephone	72	69	71

Non-Aviation

With a total of 10 to 12 million passengers, an airport is of a size that makes it attractive as a commercial location – Vienna International Airport now has 11.9 million passengers per annum. The importance of the real estate business will therefore increase over the coming years. Plans are currently underway to develop an office and business park. Although shopping revenues declined following the discontinuation of duty-free sales within the EU, the past year showed good growth in other segments. The new European positioning of the Travel-Value Shops is expected to support a renewed increase in turnover.

Selling Space in qm



Flughafen Wien Shares

A solid investment in a volatile market

Flughafen Wien Shares follow the trend

___Whilst strong performance by long-term government issues characterised bond markets in 2000, international stock exchanges suffered significant declines during this period. Decisive factors in this environment were rising interest rates and a slowing of the 10-year boom in the US economy. In the USA the Dow Jones Index recorded the first negative year since 1990. It was also the first election year since the 1940's in which markets declined. The first few months of 2000 were marked by a boom in technology stocks. However optimism gave way to caution at the end of the first quarter following a series of profit warnings. Technology markets (NASDAQ, Neuer Markt) fell significantly over the course of the year.

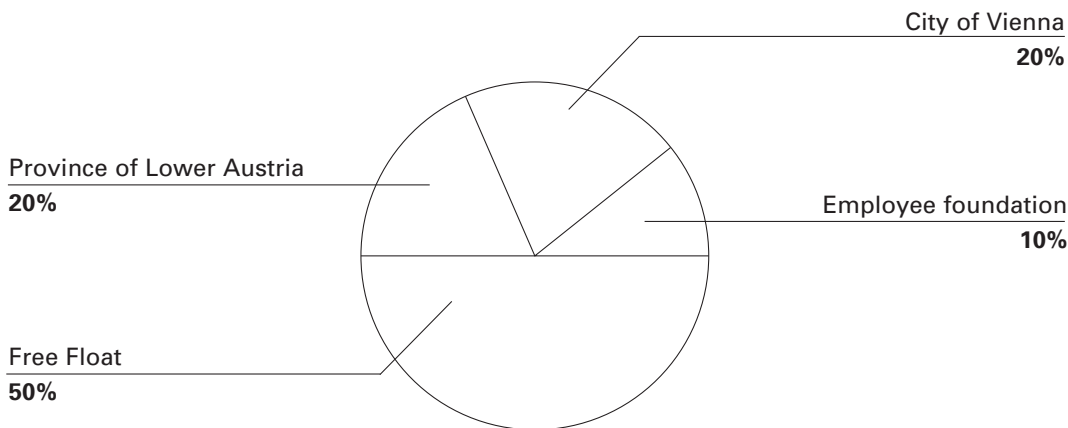
___Not all stocks recorded declines, however. Risk-averse investors showed greater interest in pharmaceuticals, financial and consumer companies. Airport shares were also in demand. Uncertainty of the implications of the ending of duty-free sales for travel within the EU had a negative impact on airport stocks in 1999. By Spring 2000 however, investor confidence had returned to the airport sector as the effects of the change became more apparent. With a 16.78% increase in the share price in 2000, Flughafen Wien AG shares were one of the top performers in the Austrian ATX Index. By way of contrast the ATX closed the year at 1073.3, for a decline of 3.5%.

___We envisage a heightening of interest in the airport sector as a number of European airports are expected to obtain stock market listings in 2001. In addition to Frankfurt, the second largest airport in Europe, Brussels and Amsterdam airports are preparing for initial public offerings. New issues will draw the attention of capital markets to the previously small group of public traded airports. As one of three European airports with a majority free float, we expect Flughafen Wien stock to be of interest.

Successful Buyback

___As a first step towards improving our capital structure, Flughafen Wien AG carried out the repurchase of 10% of share capital in November 2000. Our objective was to complete this buyback without reducing free float. This was realised when ÖIAG announced the sale of its 17.38% holding in Flughafen Wien AG and the Provinces of Vienna and Lower Austria, shareholders with pre-emptive purchase rights, each acquired 2.62% of the ÖIAG share. The public tender to shareholders of Flughafen Wien AG, which ended on November 28, equalled € 45,- per share. Flughafen Wien AG received offers for a total of 7,917,484 shares, or 37.7% of the 21 million outstanding shares. A proportional share, or 26.52%, of each offer was therefore accepted. Flughafen Wien AG transferred these shares to an employee foundation, which will distribute dividends to employees and thereby bring the interests of employees and shareholders closer together.

Current Shareholder Structure of Flughafen Wien AG



___In 2000 the turnover of Flughafen Wien shares on the Vienna Stock Exchange totalled € 537 million (1999: € 859 mill.) by value. On the Austrian Futures and Options Exchange (ÖTOB), 38,290 contracts (1999: 42,000) with a total value of approximately € 149 million were traded in 2000 (1999: € 166 mill.), ranking Flughafen Wien shares eighth according to trading volume (1999: 9-th). Flughafen Wien stock is traded over-the-counter on the Vienna Stock Exchange, and is a core share in both the ATX and ÖTOB. Based on market capitalization at year-end, Flughafen Wien was the seventh largest of all stocks traded in Vienna with an ATX weighting of 2.95%.

Investor Relations

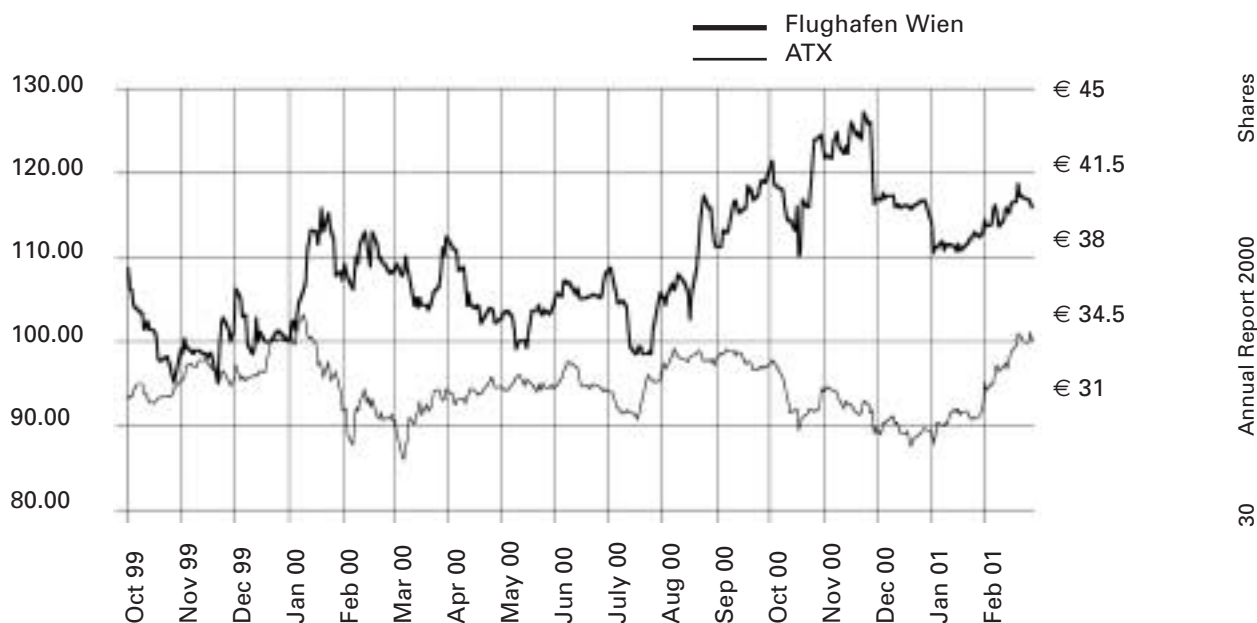
___The continuation and further development of our active information policies was also a major objective in 2000. Private shareholders of Flughafen Wien AG had the opportunity to tour Vienna International Airport in June. We also took part in the "Gewinnmesse", Austria's most important trade fair for private investors. Flughafen Wien AG provided the financial communities in all major business centres with up-to-date information through regular presentations of results to analysts and institutional investors and participation in numerous investor conferences.

___Interest by key investment banks and brokerage houses remained high in 2000. Among others, the following companies published analyses on Flughafen Wien AG during the reporting year:

- ___ABN-AMRO, London
- ___CA IB Investmentbank, Vienna
- ___Commerzbank, London
- ___Credit Suisse First Boston, London
- ___Dresdner Kleinwort Benson, London
- ___Deutsche Bank, London
- ___ERSTE Bank, Vienna
- ___Fortis Bank, Amsterdam
- ___Goldman Sachs, London
- ___Morgan Stanley Dean Witter, London
- ___Merrill Lynch, London
- ___Raiffeisen Zentralbank Österreich AG, Vienna
- ___SchroderSalomonSmithBarney, London
- ___UBS Warburg, London
- ___West LB Panmure, London

The VIE Share

Indexed (1.1. 2000 = 100) and in €



Information on Flughafen Wien Shares

Share capital:	€ 152.67 mill. 21 mill. shares
Share price on 31.12.2000:	€ 40.30
High for 2000:	€ 43.90
Low for 2000:	€ 34.00
P/E 2000:	11.6 ¹⁾ (1999: 11.7 ¹⁾)
P/CF 2000:	8.4 ¹⁾ (1999: 6.2 ¹⁾)
Dividend yield 2000:	5.2 ¹⁾ (1999: 4.6 ¹⁾)
Payout ratio 2000:	60.3% (1999: 54.2% as per IAS)

1) Price at year-end

Reuters:	VIEV.VI
Bloomberg:	FLUG AV
Datastream:	O:FLU
ÖKB-WKN:	091180
ÖTOB:	FLU
ADR:	VIAAY

___The VIE share is traded on the following stock exchanges: Vienna, Frankfurt (Xetra), London (SEAQ International) New York (ADR)



Financial Calendar 2001

Annual General Meeting:	11 May 2001
Payment Date:	21 May 2001
Ex-Dividend Day:	16 May 2001
First Quarter Results 2001:	18 May 2001
Interim Financial Statements 2001:	28 August 2001
Third Quarter Results 2001:	15 November 2001

___For additional information from Investor Relations, contact
 Robert Dusek:
 Tel.: ++43 1 7007 23126
 e-mail: r.dusek@viennaairport.com or
 investorrelations@viennaairport.com

___Private shareholders can visit our Internet Homepage under
www.viennaairport.com

Recommendation for the Distribution of Profits

___The 2000 business year closed with profit of € 44,101,369.29. The Management Board of Flughafen Wien AG recommends payment of a dividend of € 2.10 per share from 2000 profit, for a total distribution of € 44,100,000.00 and the carry forward of the remaining € 1,369.29.

___Schwechat, April 2001

The Management Board

Herbert Kaufmann
 Speaker

Gerhard Schmid
 Member

Kurt Waniek
 Member

Status Report 2000

The Business Environment

Development of air traffic in Europe again exceeds GDP growth

___A decisive factor for the economic development of an airport is growth in the aviation industry, specifically for the primary airline customer. In addition to general economic conditions, the price of flights, purchasing power and travel behaviour also play an important role.

The Economy and Industry

___With GDP growth of 3.3% in 2000, economic development in Austria matched the EU average (3.3%) but lagged slightly behind the OECD country average (3.5%). Private consumption increased by a real 2.7%, and the inflation rate again rose by 2.3% in the wake of significantly higher prices for raw materials. Generally positive business conditions were not dampened by negative factors such as the Turkey crisis in 1999. Moreover, the EU sanctions against Austria did not have any impact on the economy. A decisive move for the development of Vienna International Airport was the entry of the Austrian Airlines Group into the Star Alliance, which took effect with the summer flight plan 2000. As expected, the changeover from the Qualiflyer Group to the Star Alliance had a positive influence on traffic growth at our airport.

Trends in European Air Traffic

___For several years, growth in the European aviation industry has significantly exceeded the increase in GDP. For the reporting year European airports recorded an increase of 3.3% in flight movements, 7.9% more passengers, and an 8% rise in cargo. Developments at Vienna International Airport differed from these European averages, however. With an increase of 8.6%, the number of flight movements in Vienna rose faster than both the European average and the growth registered by our direct competitors Zurich (6.3%) and Munich (7.5%). The number of passengers in Vienna increased by 6.6%, but lagged behind the European average and growth at Zurich (8.2%) and Munich (8.7%). Compared to BAA and Copenhagen airport, Vienna International Airport registered substantially higher growth in traffic.



Airport	Passengers in mill.	Change in % 2000 vs. 1999	Flight Movements Change in % 2000 vs. 1999
Vienna	11.9	+ 6.6	186,469 / + 8.6
Munich	23.1	+ 8.7	290,699 / + 7.5
Zurich	22.6	+ 8.2	325,622 / + 6.3
Frankfurt	49.4	+ 7.6	440,747 / + 4.8
Copenhagen	18.3	+ 5.1	299,731 / + 1.7
BAA ¹⁾	108.5	+ 6.1	858,731 / + 3.3

1) London Heathrow, Gatwick, Stansted

Development of the Austrian Airlines Group

___The Austrian Airlines Group – Austrian Airlines, Lauda Air and Tyrolean Airways – reported 5% higher passenger volume for the reporting year, with a total of 8.4 million travellers. Scheduled traffic increased by 5.3% and charter flights by 4.1%.

Turnover

Handling + 8,9%, Airport + 4%, Non-Aviation constant

___The Flughafen Wien Group recorded an increase of 4.7% in turnover to € 327.4 million during the reporting year. At 42%, the airport segment provided the largest share of revenues. Growth of 4% in turnover to € 137.4 million reflected the overall development of traffic (passengers and maximum take-off weight: + 6.6%). Turnover in the airport segment is comprised primarily of various duties (for landings, passengers, infrastructure), which did not increase during the reporting year. The handling segment generated 36% of total Group turnover in 2000, and recorded 8.9% higher revenues supported by an 8.6% increase in flight movements. Part of the growth in this segment reflects the delayed start of the second ground handling operator at the airport. VAS had been expected to commence operations earlier in 2000.

___The non-aviation segment contributed 22% to Group turnover, with revenues unchanged during the reporting year. Higher turnover from parking, other shops, and security services was unable to completely offset declining revenues from the duty-free and Travel Value Shops and provision of infrastructure services. Passing on lower purchase prices for electricity and telecommunications to resident companies had a negative impact on income from these services. Turnover not allowed to the business segments totalled € 0.4 million, and includes income from central staff functions such as consulting services for third party customers.

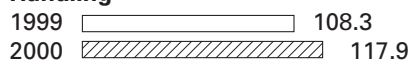
___The importance of tourism as a revenue driver subjects turnover in the airport and handling segments to normal travel industry fluctuation during the year. With € 89.8 million, the largest contribution to turnover was recorded during third quarter of the year.

Development of Turnover in € mill.

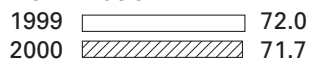
Airport



Handling



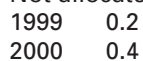
Non-Aviation



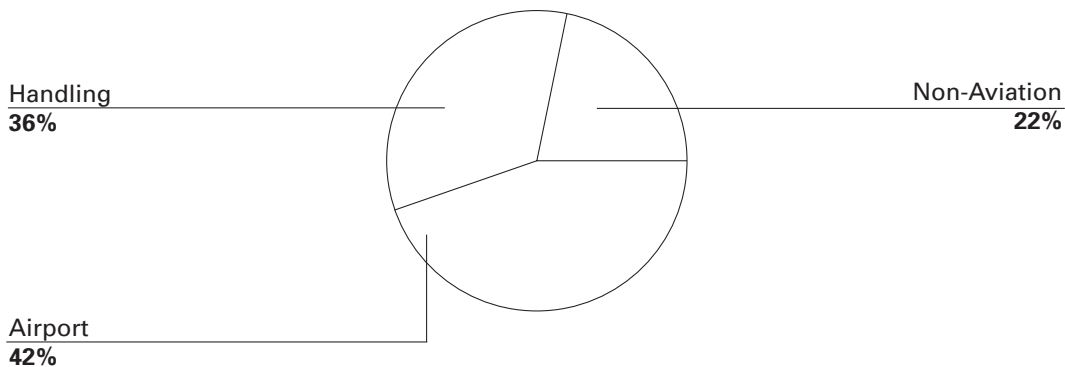
Total



Not allocated:



Structure of Group Turnover



Earnings

Third record year in a row generates € 102.6 million

___ Following two consecutive record years, earnings before interest and tax (+ 4%), profit before tax (+ 7%) and profit for the year (+ 18%) again reached new highs in 2000. These outstanding results reflect the impact of several factors. Good traffic development and a stable market share in the handling segment led to an increase of 4.7% in turnover. In addition, sound use of resources helped us improve productivity per employee by 2.6% in the reporting year.

___ Operating expenses rose by 5.8% to € 241.3 million. Higher prices for fuel, district heating, and third party services for customers and handling resulted in an increase of 6.1% in the cost of materials and other services to € 19.0 million. Personnel expenses rose by only 0.03% despite increases mandated by collective bargaining agreements and a 3.8% addition to the workforce that was triggered by growth in traffic. This development resulted primarily from the ending of bonuses for employees of Flughafen Wien AG, which were required by collective bargaining agreements. Employees have waived their rights to these bonuses and, beginning in 2000, will share in earnings through dividends paid by an employee foundation. These measures to reduce personnel expenses will also have a positive impact on earnings in the coming years. Other operating expenses rose by 30.6% to € 44.6 million as the result of higher costs for maintenance, marketing, consulting services, and provisions for the Flughafen Wien employee foundation. Earnings before interest and tax (EBIT) therefore increased by 4.0% to € 93.1 million, and the EBIT margin fell to 27.9% (prior year: 28.2%).

Development of EBT in € mill.



___ The airport segment generated € 68.3 million or 73% of Group EBIT, the handling segment € 23.3 million or 25%, and the non-aviation segment € 26.8 million or 29%. A negative EBIT of € 25.3 million was recorded by the "other" segment, which includes central staff functions. Decisive factors for the future development of EBIT will be traffic growth, combined with maintaining market share in the handling area and reducing administrative expenses.

___ During the reporting year, financial results increased by 49.6% to € 9.5 million. Higher interest income from a larger investment portfolio, as well as income from the Istanbul Airport project and the re-financing of the airport hotels supported this growth. Over the long-term, we expect our international activities will generate a higher contribution to financial results.

___ Profit before tax rose by 7% to € 102.6 million. Due to a significant reduction in taxes from the prior year level, net profit increased by 18% to € 73.1 million. At 26.4%, the tax rate was substantially lower than the Austrian corporate tax rate of 34%. Two factors were responsible for this development: first, we were able to utilise tax advantages provided by the employee foundation and, second, we were able partially reverse a 1999 provision created for a tax audit then in progress. Tax expense for the reporting year declined by a total of 22.9% to € 26.2 million.

Value Added in mill. €

	1999	2000
Source		
Operating income	317.5	334.4
less cost of goods and services	88.1	98.2
Value Added	229.4	236.2
Use		
Employees (personnel expenses)	130.4	130.4
Shareholders	33.6	44.1
Company	28.3	29.0
Creditors (interest)	0.2	0.1
Public authorities (taxes)	36.9	32.6
Value Added	229.4	236.2

Income Statement Summary in € mill.

	1999	2000	Airport	Handling	Non-Aviation
Operating income	317.5	334.4	170.2	123.5	114.5
Operating costs	228.0	241.3	101.8	100.2	87.7
Profit before interest and taxes	89.5	93.1	68.3	23.3	26.8
Financial results	6.3	9.5			
Profit before tax	95.8	102.6			
Taxes ¹⁾	33.9	29.5			
Net profit	61.9	73.1			

1) including tax reimbursement "KMOG" foundation

Key Indicators in %

	1999	2000
EBIT margin	28.2	27.9
EBITDA margin	41.7	41.1
ROE	11.2	13.5
ROCE	14.0	14.8

Financial, Asset and Capital Structure

Repurchase of shares to benefit employees

Assets

___ At € 533.6 million for 2000, non-current assets remained slightly above the level of the previous year. The postponement of scheduled capital expenditure led to an increase in depreciation over the volume of new investments, and a 3.6% decline in fixed and financial assets to € 501.6 million. This decrease was offset by a strong rise of 191.3% in deferred tax assets to € 31.9 million following the transfer of repurchased shares to the employee foundation. Since the resulting tax deduction can only be claimed over a period of ten years, a deferred tax asset was created and will be offset against equity.

___ Current assets declined by 19.3% to € 216.8 million, also as a result of the share buyback. Financing for the € 94.5 million purchase price was provided in part by a 28.1% reduction in securities to a level of € 152.4 million. The increase in current receivables is related primarily to higher amounts due from affiliate companies, which followed the refinancing of the airport hotels.

Equity and Liabilities

___ The repurchase of Company shares and subsequent transfer to a foundation for the employees of Flughafen Wien AG also had an impact on equity. In accordance with IAS, the value of these shares was offset against free reserves and therefore reduced equity by approximately € 94.5 million. Deferred tax assets arising in connection with the employee foundation generally offset related expenses charged to equity. The decline in equity following the share buyback and transfer of these shares to the employee foundation was counter-balanced in part by net profit of € 73.1 million, and equity decreased by 10.1% to a level of € 513.7 million. The equity ratio declined by 3 percentage points to 68%.

___ Long-term debt rose by 5.9% to € 147.1 million, chiefly due to the creation of a € 21.4 million provision for the reimbursement of tax expenses associated with the employee foundation. In addition, the provisions for pensions and severance compensation decreased by € 11.5 million following the partial transfer of pension obligations to a pension fund, higher payments for pensions and severance compensation, and adjustment of the discount rate for provisions.

___ The decrease of 0.5% in current liabilities to € 89.6 million is due primarily to the discontinuation of bonuses mandated by collective bargaining agreements and a reduction in trade payables. The above-mentioned partial transfer of pension obligations to a pension fund led to an increase of € 7 million in current liabilities.

Cash Flow

___ Net cash flow from operating activities decreased by 13.9% to € 100.9 million. This decline is due primarily to a reduction in current provisions. Lower capital expenditure in 2000 led to a decline of 56.3% in cash flow from investing activities against the level of the previous year. Higher cash outflow for financing activities resulted from the stock buyback and an increase in the dividend from € 30.5 million in 1998 to € 33.6 million for 1999.

___ Cash-based changes to cash and cash equivalents totalled € – 50.2 million, and non-cash changes € – 4.6 million for the reporting year. As of 31 December 2000, cash and cash equivalents totalled € 180.2 million. Non-current capital covers 124% of non-current assets, and 102% of fixed and financial assets are covered by equity.

Assets

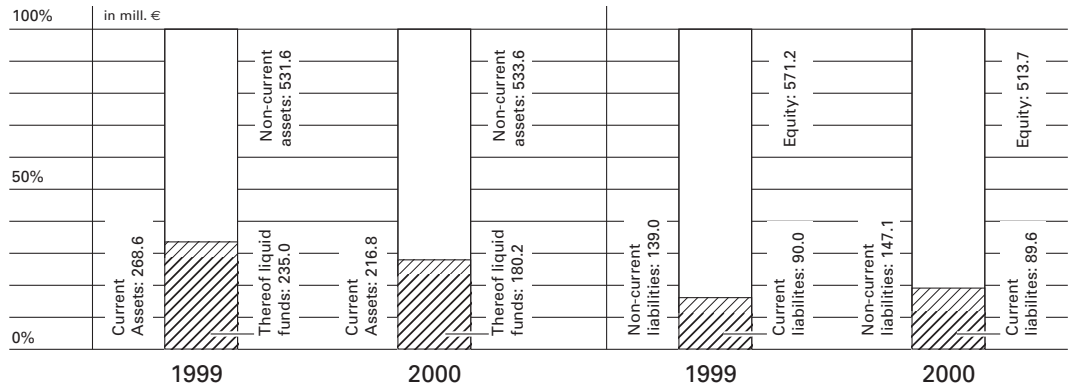
Balance Sheet Total 1999
€ 800.2 mill.

Balance Sheet Total 2000
€ 750.4 mill.

Liabilities and Equity

Balance Sheet Total 1999
€ 800.2 mill.

Balance Sheet Total 2000
€ 750.4 mill.



Cash Flow Summary in € mill.

	1999	2000
CF from operating activities	117.2	100.9
CF from investing activities	- 61.2	- 26.7
CF from financing activities	- 30.6	- 124.4
Change in cash and cash equivalents	25.4	- 50.2
Cash and cash equivalents at end of period	235.0	180.2

Financial Indicators

	1999	2000
Equity ratio (in%)	71.4	68.5
Working Capital (in € mill.)	- 56.4	- 49.4
Gearing (in%)	- 41.1	- 34.4
WACC (in%)	7.7	8.6

Investment

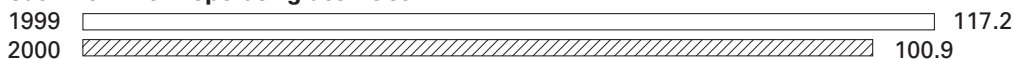
Volume lower than planned

___At € 28.5 million, capital expenditure for the reporting year was € 24.4 million below 1999 and considerably lower than the 2000 forecast of € 73 million. This decrease was primarily the result of a review of our investment plans to permit more flexible response to traffic development. With no impairment of quality, the final date for completion of eight international bus gates was moved forward to 2003 and construction on the Northeast Terminal is now scheduled to be completed in 2007.

___Major investments in 2000 included the acquisition of real estate, completion of Car Park 4, and the purchase of equipment and vehicles for the handling segment.

Financing requirements

Cash flow from operating activities



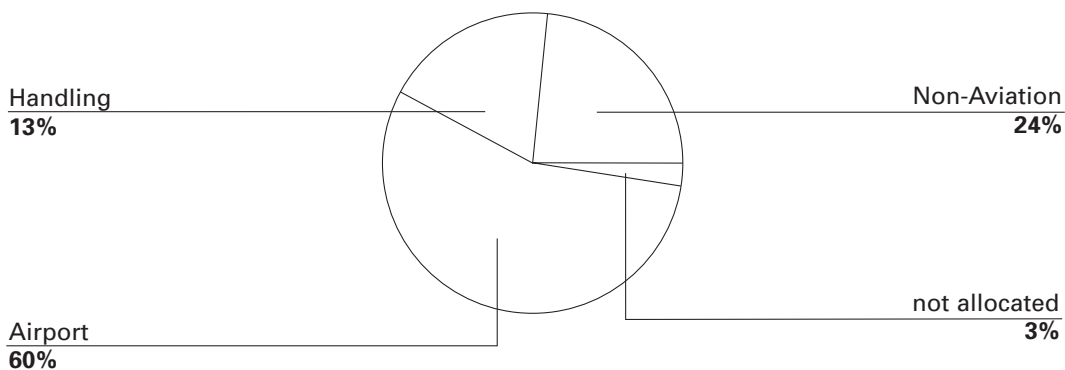
Capital expenditure



Depreciation of tangible assets and amortisation of intangible assets



Classification of Investments by Segment



Investments in € thous.

	2000	1999
Intangible assets	569.3	485.0
Capital expenditure	52,371.7	28,047.6
Financial assets	11,047.7	1,128.1
Total	63,988.7	29,660.7

Future Developments

Strategic and operating measures to safeguard future success

___The globalisation process in the airline industry has created a new balance of power across Europe. Similar to the USA where deregulation began much earlier, airline alliances have started to develop centres around selected hubs. In this phase, it is particularly important for Vienna International Airport to maintain its position as a major traffic hub. Our present role as the leading hub in Central Europe is a function not only of our geographical location, but also the quality of our services, including the shortest minimum connecting time in Europe. In spite of rising traffic volume, we will work to maintain this competitive advantage. Improved turnaround time and reliability are further strategic measures that will secure and improve our position.

___The Austrian Airlines Group represents a 60% share of the market at Vienna International Airport, and over 70% together with the Star Alliance. As is the case with all airports, we are dependent on the development of our home carrier and its alliances. However, we are not able to directly influence the commercial development of our primary customer. An active independent home carrier is, however, decisive for the above-average growth of traffic at an airport. It is therefore to our advantage to support and strengthen the competitive position of our airline customers by providing high quality services.

___We must also monitor industry developments closely to determine whether other airline alliances select and expand into competing sites. Therefore, the development of traffic to our local competitors, Munich and Zurich, should always be viewed in European comparison. The Austrian Airlines Group's membership of the Star Alliance represents an opportunity to participate in development of the largest airline network in the world, a potential we must realise by providing suitable services. Our strategy is therefore to develop a range of services – primarily with the Austrian Airlines Group but also with other airlines – that is superior to our competitors in order to make Vienna International Airport an efficient, high-performance facility for all our airline customers.

___Airports are affected in a unique way by unrest, crises, and natural disasters. Our experience with international crises shows that such events have an impact in the year they occur, but not over the longer term. We are insured against general liability and the results of major damage such as fire, even if our business was to be interrupted for a longer period of time.

Outlook

Further growth in turnover, emphasis on internationalisation

___Based on forecasts prepared by the Austrian Airlines Group and the current level of reservations, we expect growth in 2001 of approximately 5% in the number of passengers and maximum take-off weight. Flight movements are anticipated to rise by 3%. These projections lead us to expect a further increase in turnover and successful development of business in 2001.

___If suitable projects are available, we will continue to pursue our internationalisation strategy. Following approval of the Berlin-Brandenburg project by competition authorities, we are convinced that negotiations with the sellers will reach to a positive conclusion in 2001. We currently hold a 7% share in the consortium that will operate the existing Berlin airports and is expected to construct the new facility.

___During 2000 a process was initiated to develop a new strategy for the Group, with completion scheduled during 2001. Planned expansion of the airport will be reflected in capital expenditure of slightly over € 1 billion up to 2006. Major projects include expansion of the terminal, extension of the aprons, and the purchase of real estate for future airport development.

Subsequent Events

___The development of traffic during the first two months of 2001 reflected forecast levels. The number of passengers increased by 7.3%, maximum take-off weight by 1.8%, and flight movements by 5.1%.

___In March ÖIAG (Österreichische Industrieholding AG) has placed its entire remaining 8.18% stake in Vienna International Airport with institutional investors in Austria and abroad. As a result of the placing, the public sector ownership (City of Vienna and Lower Austria) of Vienna International Airport has reduced to 40%. The placing, following the share buy-back last year – which was the first share buy-back by open offer in Austria – completes the restructuring of the ownership of the airport.

___In March, the partners in the mediation process (Provinces of Vienna and Lower Austria, neighbouring communities, citizens' committees and the aviation group) signed an agreement, that marked the beginning of the consultation process.

___Despite increased competition in the handling segment, we were able to conclude a three-year contract with British Airways. This provides grounds for optimism in approaching talks with other potential handling customers. In keeping with the wishes of the majority of our passengers and employees, we have made Vienna International a non-smoking airport as of March 1, 2001. For our smoking customers, we have created separate, visually attractive areas.

Segments of Business in Detail

The Airport Segment

Solid traffic development, growth in passengers, cargo and MTOW

Key Data on the Airport Segment

in € mill.	1999	2000	Change in %
Turnover ¹⁾	132.1	137.4	+ 4.0
Capital expenditures	37.5	17.1	- 54.3
Depreciation	27.5	29.4	+ 6.7
Employees	371	331	- 10.8
Allocated assets	364.3	352.4	- 3.3
Operating profit	65.2	68.3	+ 4.9
EBIT margin	40.1%	40.2%	+ 0.3

1) excluding inter-company turnover

___The Airport Segment covers the operation of the terminal, aprons and all facilities involved with passenger and baggage handling. Flight operations, fire department, medical facilities, access control and winter services are also the responsibility of this business unit, as are the support of existing airlines and acquisition of new customers. A major duty is to guarantee runway and terminal capacity over the medium and long-term. In summary, the Airport Segment comprises the classic range of services provided by an airport operator.

Developments in 2000

___Business in the airport segment was positively influenced by solid traffic growth during the reporting year. The number of passengers rose by 6.6% to 11.9 million, with a stronger increase of 9.3% in transfer passengers. Flight movements increased by 8.6% to 186,469 and maximum take-off, a key earnings driver, rose by 6.6% to 5.3 million tonnes. The Airport Segment generated turnover of € 137.4 million with 331 employees during the reporting year for a plus of 4.0% over 1999. Although expenses rose by 4.8%, operating profit increased by 4.9% to € 68.3 million. The EBIT margin equalled 40.2%.

___The development of traffic varied throughout the reporting year. The first quarter was relatively weak with passenger growth of only 1.8%, but April was the strongest month of the year with an increase of 12.3% due to the late Easter holidays. Above-average growth of 9% was also recorded during June and July, and the number of transfer passengers rose dramatically from August following the entry of the Austrian Airlines Group in the Star Alliance (with the summer flight plan 2000). This changeover also had another positive effect: the number of passengers flying with Austrian Airlines' competitor Swissair rose by 53%. Sabena also recorded an increase of 22%. The number of passengers travelling to destinations in Eastern Europe rose by 14%, which underscores our increasing importance as an East-West hub.

During the reporting year, 53 airlines offered scheduled flights from Vienna to 138 destinations. New cities in our flight plan included Chicago and Washington, while flights to Hong Kong were discontinued. In spite of rising traffic volume, we were able to hold minimum connecting time at 25 minutes and further reduce the number of delays. Vienna International is still one of the fastest transfer airports in Europe.

___The changeover of the Austrian Airlines Group to the Star Alliance also had an impact on airport operations in 2000. Conversion to the Star Alliance check-in system required changes in operating procedures, which we were able to master after initial difficulties (chiefly in the baggage handling area). Check-in counters for Lauda Air and Lufthansa airlines were moved to Austrian Airlines in Terminal 1, and a common Star Alliance counter for ticket sales was installed. A number of other airlines were transferred to Terminal 2. In addition, the necessary infrastructure was created for VAS Bodenverkehrsdienste GmbH, the second ground handler authorized to operate at Vienna International Airport.

___International headlines followed the emergency landing of a Hapag Lloyd Airbus A 310 on 12 July 2000, which fortunately did not result in serious injury to passengers. Our airport was required to interrupt operations for only 45 minutes. The outstanding work of airport rescue personnel and supporting teams from neighbouring communities, as well as smooth operations in all areas drew international recognition. The recovery operation by our fire department emphasized the high quality of our services in an impressive manner.

___The commission for the major airport expansion project was awarded to the Itten-Brechbühl-Baumschlager-Eberle architect group, and represents a key decision for the future. This project will guarantee that expansion plans accurately reflect growth in traffic. The construction of eight new international bus gates is now scheduled for completion by 2003 and the first phase of the terminal expansion not until 2007.

___Expansion of the Northeast Terminal will give Vienna International Airport the capacity to handle 20 million passengers each year from 2007, while continuing to guarantee our current standards for quality and comfort. Plans also include the construction of 17 docking position along a newly built pier. This will provide appropriate facilities for the separate handling of Schengen and non-Schengen flights. Construction volume in the first phase totals roughly 180,000 qm. Related projects will be completed by 2007 and will be realized over a number of different levels. The sizeable expansion of shopping facilities will also accompany these measures.

Investments



___Capital expenditure in the airport segment was approximately € 17.1 million below the forecast level following the postponement of major projects such as planning for the terminal expansion and international bus gates. Due to the complex procedures involved, the contract was not awarded until November 2000. Roughly half of actual investments were related to the purchase of real estate required for the expansion of the airport. In order to increase flexibility in the use of check-in counters, € 1.6 million was invested in the purchase of plasma screens. Approximately € 2 million was spent to prepare documentation on technical alternatives for a parallel runway, which will form the basis for discussions in our mediation procedure.

Outlook



___Based on the consolidation process in the Austrian Airlines Group, we expect growth of roughly 5% in the number of passengers and 3% in flight movements for 2001. Capital expenditure is forecast to be € 60 million, with the major component related to the purchase of real estate and planning for taxiways, aprons and expansion of the terminal.

Development of Traffic

Flight movements

1999		171,700
2000		186,500 / 8.6%

MTOW (in tonnes)

1999		5,020,000
2000		5,350,000 / 6.6%

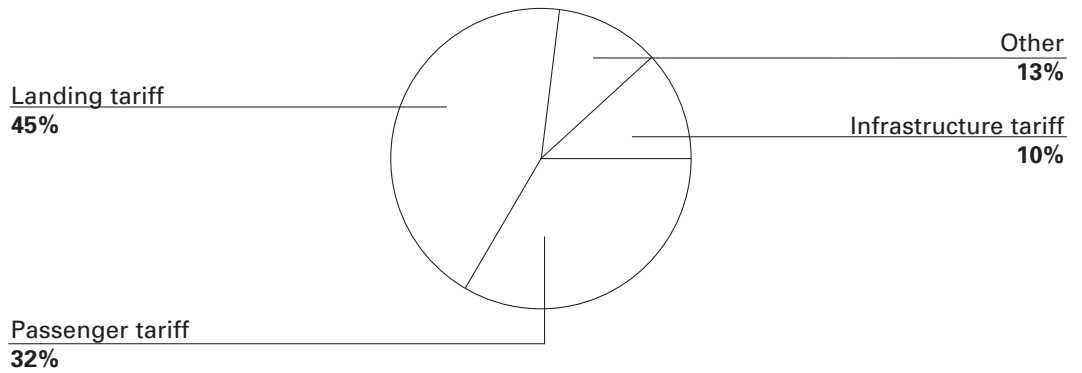
Passengers

1999		11,204,000
2000		11,940,000 / 6.6%

Cargo

1999		111,581,000
2000		126,836 / 7.0%

Revenue Structure - Airport Segment



Number of Passengers by Airline

	2000	in %
AUA	4,870,507	40.8
Lauda Air	1,381,062	11.6
Deutsche Lufthansa	953,714	8.0
Tyrolean Airways	930,927	7.8
British Airways	394,438	3.3
Swissair	330,159	2.8
Air France	279,183	2.3
KLM	278,435	2.3
Aero Lloyd	189,743	1.6
Turkish Airlines	168,782	1.4

The Handling Segment

Strong growth in traffic supports good business development

Key Data on the Handling Segment

in € mill.	1999	2000	Change in %
Turnover ¹⁾	108.3	117.9	+ 8.9
Capital expenditures	3.8	3.8	+ 0.1
Depreciation	4.0	3.6	- 10.6
Employees	1,297	1,383	+ 6.6
Allocated assets	22.6	23.7	+ 5.1
Operating profit	17.7	23.3	+ 31.7
EBIT margin	15.6%	18.9%	+ 21.2

1) excluding inter-company turnover

___The Handling Segment comprises a wide range of services for scheduled, charter and general aviation flights. These services include the loading and unloading of aircraft, transportation of passengers and crews, catering transport, cabin cleaning, towing and de-icing of aircraft, preparation of flight documents including security and management services, cargo handling and trucking, management of the import warehouse as well as private aircraft handling, fuelling and parking of general aviation aircraft. General aviation services are provided by Vienna Aircraft Handling GmbH, a subsidiary allocated to this segment. Potential target customers include all airlines flying to and from Vienna International Airport.

___The Handling Segment regards itself as a specialised, profit-oriented supplier of ground and cargo handling services at Vienna International Airport. Qualified personnel, optimised work procedures, and innovative technical solutions (i.e. Funklan, baggage reconciliation system) guarantee high quality and the shortest transfer time in Europe.

Developments in 2000

___The development of business in the handling segment was excellent during the reporting year, with volume rising 8.6% above forecast. Moreover VAS Flughafen Bodenverkehrsdienste GmbH, which received the second license from the Austrian Ministry of Transportation to provide ground handling services at Vienna International Airport, only started full operations in the third quarter of 2000 and our loss of market share was therefore minimal. In 2000 the Handling Segment generated turnover of € 117.9 million with 1,383 employees. This figure represents growth of 8.9%, which resulted primarily from an increase in handling volume.

___During the reporting year 186,469 flight movements were cleared for scheduled and charter traffic, plus an additional 20,499 flights in the general aviation segment. Moreover, a total of 373,624 tonnes of cargo (baggage in & out including transfer, mail, cargo including trucking) and 11.2 million pieces of baggage were also handled. The major event of the year was the

entry of the Austrian Airlines Group in the Star Alliance, which generated 129,435 or 69% of total movements. As a result of this alliance shift the Qualiflyer Group increased frequency with an additional 17,320 movements, which represents an increase of 49% over 1999.

___With a total volume of 180,667 tonnes, the cargo segment recorded particularly strong growth of 12.1% over 1999. The increase in trucking volume (substitute transportation by truck) was substantially higher than air cargo. With an increase of 10.4% in air cargo and 37% in trucking, exports exceeded imports. This development was due primarily to higher volume with our home carrier and a flight plan that provides convenient connections for the Austrian provinces and neighbouring East European countries, especially to destinations in the Far East and Eastern Europe.

___In the general aviation segment, Vienna Aircraft Handling GmbH expanded the scope of its activities through contracts with various freight companies. VAH has decided to promote this segment of business by increasing the handling of small cargo aircraft. Extensive efforts in the area of private aircraft handling and brokerage led to higher turnover from business aviation compared to 1999. In the third quarter of 2000 the shop in the general aviation terminal started the sale of classic duty-free merchandise.

___Larger cargo and handling volume, as well as an increase in the number of transfer passengers (+ 9.3%) combined with high peak time rates in the baggage centre (ca. 80 containers per hour, or 50 containers and baggage wagons every 15 min.) was mastered with extra part-time employees, overtime during high level periods, and an addition of 64 employees to the workforce. In spite of rising fuel prices, insurance premiums and maintenance expenses, total costs remained at forecasted levels.

___During the reporting year, the Handling Segment generated EBIT of € 23.3 million, an increase of 31.7% over the prior year.

Investments

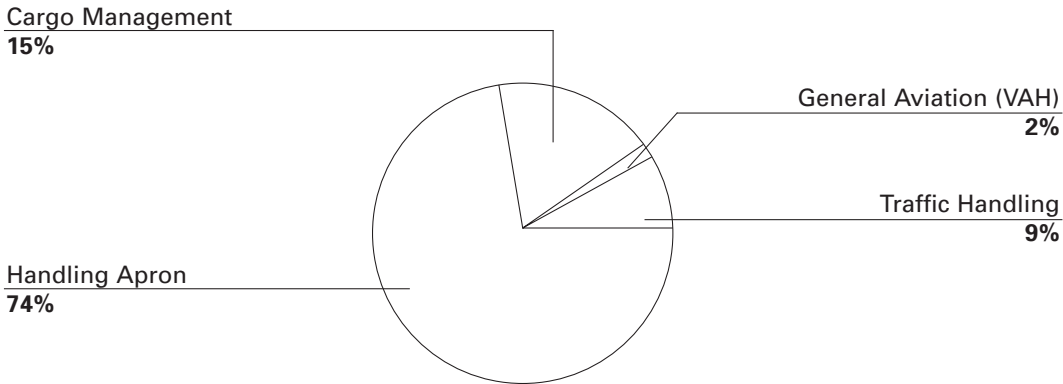
___The scheduled replacement of vehicles and equipment was reflected in capital expenditure of € 3.8 million during 2000. In order to reduce operating costs over the medium-term and maintain the quality of handling services, additions included three bar-less aircraft tugs (€ 1.1 mill.), four two-way passenger busses (€ 1.2 mill.), and two passenger escalators (€ 0.3 mill.). To improve logistics procedures, € 0.5 million was invested to redesign the warehousing system in the cargo import area and install an automatic weights and measurement system.

Outlook

___Developments in the 2001 business year will be influenced by two major factors. As a result of the consolidation process in the Austrian Airlines Group, we expect an increase of 3% in flight movements. Our competitor VAS Bodenverkehrsdienste GmbH will also have commenced operations in full, but we expect to maintain a 95% share of the ground handling market. Total handling volume is therefore expected to decline slightly in 2001. Given the continual decline in air cargo capacity and resulting limited growth in airfreight, trucking volume is expected to grow. Integrator functions are also expected to play an increasingly important role in the development of the air cargo sector.

___The Handling Segment views its internationally recognised know-how, ongoing cost management and active market development as a solid foundation to meet new challenges. A positive sign is the conclusion of a three-year contract with the cost-effective and quality-conscious handling customer British Airways.

Classification of Turnover in the Handling Segment



The Non-Aviation Segment

Results stable despite loss of duty-free sales

Key Data on the Non-Aviation Segment

in € mill.	1999	2000	Change in %
Turnover ¹⁾	72.0	71.7	- 0.4
Capital expenditures	11.4	6.9	- 39.2
Depreciation	11.1	11.2	+ 0.6
Employees	753	804	+ 6.8
Allocated assets	119.3	114.4	- 4.1
Operating profit	25.0	26.8	+ 7.0
EBIT margin	22.6%	23.4%	+ 3.3

1) excluding inter-company turnover

___The Non-Aviation Segment includes various services related to airport operations such as shopping, gastronomy, car parks, VIP Centre and lounges, security services, development and marketing of real estate, traffic connections, technical services and construction management. The nearly 200 companies located at the airport receive services such as telecommunications, data processing, energy and waste disposal from this business unit. During the reporting year, the Non-Aviation Segment contributed 22% to Group turnover.

Developments in 2000

___Turnover in the Non-Aviation Segment is not directly related to the volume of traffic at the airport. Prices for electricity, telecommunications and raw materials, the consumer price index and purchasing power play a more decisive role. During the reporting year, third party sales by the Non-Aviation Segment decreased by 0.4% to € 71.7 million. EBIT of € 26.8 million was generated with 804 employees, for an increase of 7.0% over the prior year. The EBIT margin equalled 23.4%.

___Security services are provided by Vienna International Airport Security Services GesmbH (VIAS), which is responsible for the control of persons and hand luggage on behalf of the Austrian Federal Ministry of the Interior. Additional revenue is generated from the transport of wheelchairs and other security services such as the control of large baggage or travel documents for airlines. During the reporting year, VIAS recorded an increase of 4.5% in turnover. Revenue from parking rose by 4.3% to € 12.4 million in 2000. This increase exceeded the growth in traffic, and is due in part to a higher component of short-term parking. With the opening of Car Park 4 in March 2000, our supply of covered parking spaces increased by 47% to 4,631. The airport now has space for a total of 10,500 vehicles.

___Falling prices for electricity reduced turnover, but also caused a decline in operating expense in the Non-Aviation Segment. Heating requirements were lower during the reporting year, but this favourable trend was offset by higher purchase prices. Telecommunications costs also showed an above-average decline during 2000. The steady pursuit of a common market presence led to lower prices for our telecommunications customers. In the real estate area, we were also able to add new network customers by offering specially designed solutions. At present, we are responsible for roughly 5,800 telecommunications extensions. Revenues from the rental of gastronomy space fell by 5.8% because of the renovation of specific areas. Positive effects from these projects – for example, McDonalds have doubled turnover in the same space – will have an impact on results in 2001.



Shopping

	1999	2000	in %
Selling space (qm)	5,780	5,934	+ 2.7
Shop turnover (€ mill.)	76.4	74.5	- 2.5
Income (€ mill.)	11.9	10.3	- 13.9



Gastronomy

	1999	2000	in %
Selling space (qm)	4,730	4,216	- 10.9
Turnover (€ mill.)	14.4	14.9	+ 3.5
Income (€ mill.)	2.5	2.3	- 5.8

The absence of duty-free sales for travel within the EU as of 1 July 1999 influenced the development of turnover in the 76 airport shops. The timely implementation of new strategies to offset this measure slowed the loss in turnover to only € 1.90 million (- 2.5%), and total shop turnover reached a level of € 74.48 million. Turnover declines in the duty-free area were offset almost entirely by a significant revenue increase in the other shops, which illustrates the considerable potential of this sector even after the end of duty-free sales within the EU. Revenues for Flughafen Wien AG from shop rental did, however decrease by 14% as a result of this EU regulation because of the importance of the shopping segment for total rental income.

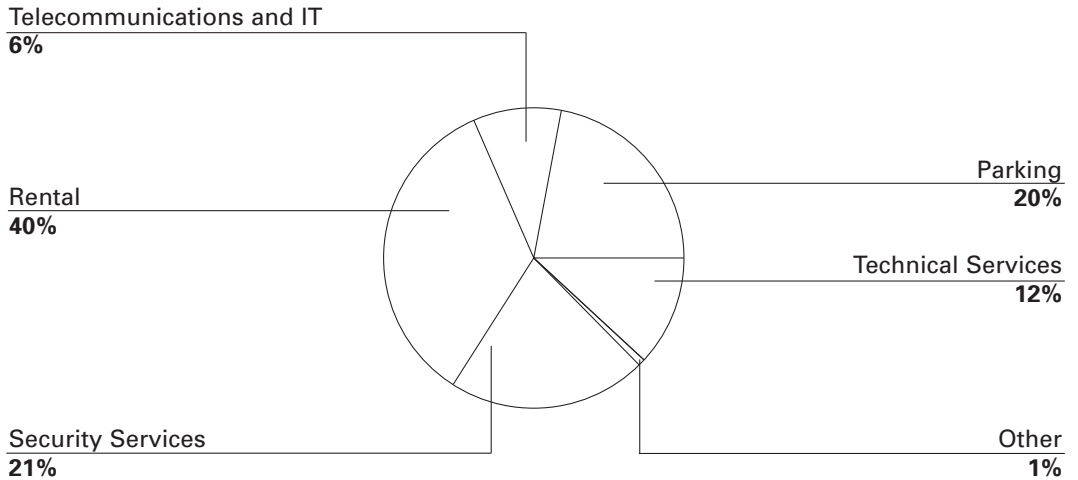
___A number of existing shops were renovated to reflect current trends in airport retailing (e.g. Billa, Swarovski, Adonis, Tie Rack). The largest Travel Value & Duty-Free Shop, the Austrian Airlines successor to duty-free, was also completely remodelled.

___Total selling space increased by 2.7% to 5,934 qm. In order to stimulate turnover, we organised a number of interesting promotional campaigns in co-operation with Austrian Airlines, our tenants, and the media. Particular emphasis was placed on advertising for the Travel Value brand and increasing consumer recognition of this flagship concept, which will be introduced at 150 locations across Europe. The primary selling point of these shops is to offer the traditional duty-free range of merchandise (except cigarettes) to consumers at prices 10 to 15% below levels outside the airport – and this with a better-quality shopping experience through larger selection and pleasant surroundings.

Investments

___Capital expenditure in the Non-Aviation Segment totalled € 6.9 million for the reporting year. The major component of these investments was related to the completion of Car Park 4, which is now the largest facility of its kind in Austria with space for 2,389 vehicles. Smaller investments were also made in the IT area.

Classification of Turnover in the Non-Aviation Segment



Outlook

___ Measures initiated during the reporting year – the renovation of gastronomy and shop space – and establishment of the new Travel Value concept on the market lead us to expect higher turnover from the shopping and gastronomy area. Turnover generated by the provision of security services is forecasted to remain at the prior year level.

___ Despite a further decline in prices, we expect satisfactory earnings in the telecommunications area. In keeping with our multi-provider strategy, another fixed-line provider will start to offer services at the airport. Innovative technologies will offer new solutions for GSM, fixed-line telecommunications, transmissions from fixed lines to GSM (gateways), and mobile airport services.

___ The completion of a facility for messenger services and expansion of cargo space will increase total space available for rental. Major capital expenditure of € 9.4 million is planned for the IT area.

Innovation

High-tech systems benefit customers and neighbouring residents

AAA Project

During the reporting year Austrian Airlines, Austro Control and Vienna International Airport started work on the AAA Project. This undertaking will serve to improve processes between the three companies, optimise arrival and departure procedures, improve on-time performance, and reduce turnaround time. One of the most important services initiated by the AAA Project is "Arrival Manager", a computer application developed by Austro Control. This system will register all aircraft within a radius of 200 miles from the airport and automatically initiate an approach sequence at a distance of 150 miles. Austro Control will then notify the pilot of the optimal approach speed to avoid detours and waiting time. Airlines will benefit from lower fuel consumption and Vienna International Airport will receive more precise information on aircraft landings. This will represent a significant advantage for arrival preparations, especially for unloading and catering. "Arrival Manager" can be programmed to optimise capacity during peak periods and to select night-time routes that minimise flights over residential areas, which is of central importance to the local population. Preparations for implementation of "Arrival Manager" are complex and will require additional development time. Similar international systems are currently in operation in Paris and Sydney.

FANOMOS Upgrade

Investments totalling € 0.2 mill. were made to improve the FANOMOS system, which is used to record flight movements and flight noise. Integration in the airport network will permit the evaluation and depiction of flight routes. The addition of "layers" will provide extra information, for example the distance from an aircraft to a particular road in Vienna. Through the import of actual flight routes into a noise zone calculation program, noise emissions can be displayed for specific timeframes. An integrated reporting tool makes special analyses possible, and includes identification of the ten loudest aircraft types at any particular point. The FANOMOS system will supply valuable data for both planning purposes and the mediation process.

Optimisation of Baggage Sorting Equipment

Investments with a total volume of € 1.9 mill. were made to optimise the baggage sorting equipment. The implementation of state-of-the-art technology for automatic barcode readers has reduced non-identifiable baggage significantly, and the replacement of conveyer equipment and creation of an additional exit has increased speed.

Employees

Employees now participate directly in dividends through a private foundation

Employee Foundation

___ Since the end of last year, employees have been able to participate in the success of our Company through dividends paid by a private foundation. Flughafen Wien AG transferred 10% of issued share capital, which was repurchased in 2000, to this independent private foundation. In exchange, the employees of Flughafen Wien AG agreed to a change in the collective bargaining agreement and waived their rights to EBIT-based bonuses. These bonuses were limited to one-month's salary. Employees are now paid dividends like all other shareholders and have the opportunity to receive higher payments if the development of business is good. The foundation is directed and controlled by an independent management board, advisory board and auditors.

Number of Employees

___ As of the balance sheet date, the Flughafen Wien Group employed a workforce of 2,644 – with 1,895 wage and 749 salaried employees. Compared to the prior year, the number of wage employees increased by 5.1% and the number of salaried employees by 0.7%. Flughafen Wien AG had a total of 2,312 employees as of the balance sheet date. The average age of the workforce is 38.4 years, and the average length of service roughly 11 years. Traffic units per employee, which equals sales per passenger or 100 kg of cargo or airmail, increased again during the reporting year with productivity rising by 2.5%.

Training and Continuing Education

___ During the past year 388 employees from all business units took part in 93 different courses on subjects ranging from PC training to management and personal development or foreign languages. At present we are training 27 apprentices to become machinery assemblers and fitters, sanitation and climate control technicians, electricians, automotive mechanics/ electricians and general mechanics, and a further 7 as commercial clerks.

Safety First

___ The accident analysis system implemented in 2000 and related measures to improve safety produced results: despite an increase in traffic, damage to property decreased by 11% and damages involving aircraft fell by 36%. Further actions are planned, especially in the area of work safety, to reduce accidents and related sick leave. A total of 117 employees took advantage of free health check-ups in our Company medical department. We also provided financial support for participation in a non-smoking program. One hundred members of the handling services business unit took part in a "healthy back" seminar and 336 employees registered for free influenza vaccinations.

New Day Care Centre

___In February Flughafen Wien AG opened a day care centre, which will meet the needs of employees – especially shift workers - with small children through long opening hours (daily from 5.30 am to 8 pm). This facility also offers half-day services (for € 2.75 per hour) and is open to children of non-Company employees.

Social Activities

___During 2000 we supported the Employees Cultural and Sport Association with a subsidy of € 36,366. On 12 different dates our Works Council organised trips to London, which were enthusiastically received by all participants.

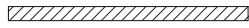
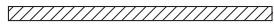
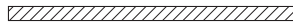
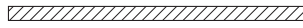

Quality Management

___In keeping with our philosophy of "Total Quality Management", we place high priority on satisfied customers and employees, the permanent improvement of work processes, teamwork, management training and joint development of company goals. In order to improve these skills 80 managers took part in seminars on communications, personal development, teamwork and management during the reporting year. The first VIE managers conference provided an opportunity to exchange information and experiences.

___Our annual employee survey collected data on progress to reach our quality goal: "50% of employees are highly satisfied or satisfied with work processes in their organisation". With a rating of 55%, results exceeded our expectations. Another focal point of our work during 2000 was the implementation of an EDP-based process management system, which is designed to record and optimise all Company processes. This project will be continued in 2001.



Traffic Units per Employee

1996		4,630 / + 1.3%
1997		5,005 / + 8.1%
1998		5,321 / + 6.3%
1999		5,433 / + 2.1%
2000		5,567 / + 2.5%



Employees by Segment

Airport		331
Handling		1,383
Non-Aviation		804
Administration (not allocated)		126

Environmental Statement

New basis data for calculation of noise zone

Noise Level Monitoring

___ There were very few operating restrictions on air traffic during 2000. One exception was the instrument landing system for Runway 16, which was not available between July 12 and August 11 due to the Hapag Lloyd accident. During this period, only Runway 11 was available for landings by southerly winds. An unusually high proportion of such winds in the prior year led to an increase in the number of flights over Vienna.

___ This incident caused an expected increase in noise levels recorded by the 12 fixed measurement stations. In the take-off and landing zone for Runway 16/34 (Vienna-Donaustadt, Gross-Enzersdorf, Enzersdorf/Fischa, Schwadorf and Margarethen/Moos), the equivalent continuous sound level (LDN = Day and Night Level) again reached the 1998 point. However it should be noted that flight traffic has risen by 12.8% since 1998. This reduction in the LDN level was made possible by the increased use of quieter aircraft. Recordings by these measurement stations in 1999 are not representative because Runway 16/34 was closed for six months.

___ The Fischamend measurement station showed a decrease of 1.5 dB(A) to the lowest annual level ever recorded. Values registered at Kleinneusiedl for the Runway 11 take-off zone declined to the 1998 level. Measurement stations along the approach to Runway 29 in Zwölfaxing, Maria Lanzendorf and Rauchenwarth recorded a decrease in noise levels, with a notable reduction of 2.6 dB(A) in Maria Lanzendorf. Measurement stations along the Runway 11 landing zone in Schwechat (- 2.4 dB(A)) and Vienna-Simmering (- 1 dB(A)) also showed reductions compared to 1999. No improvements were recorded in maximum noise levels for landings.

___ Noise zones for 2000 were calculated based on new input data. In accordance with ÖAL Guideline No. 24 for the determination of noise zones, new fly-over times (= length of time a flight can be "heard") were also included in this calculation. The noise zone for 2000 is therefore not directly comparable to prior years. For the reporting year, the 66 dB(A) equivalent continuous sound level sector covered an area of 10.74 km² (1999: 15.16 km²), but this zone does not include any populated areas. The number of aircraft during the six heaviest traffic months of the year remained relatively constant. The number of total flight movements rose by 8.4%, but the number of night flights by only 2.8%.

___ Our Flight Track and Noise Monitoring System (FANOMOS) registered 576 (1999: 313) deviations from normal flight paths in 2000, or 0.6% of all take-offs. It should be noted that this increase in deviations does not represent a change in the adherence to current regulations and does not endanger safety. All aircraft were within the internationally acceptable tolerance range. No deviations were recorded for landings.

Complaints

___ Although the above-mentioned unusual wind situation significantly decreased the number of flights over Vienna on approach to Runway 11 from 21.3% in 1999 to 15.4% in 2000, this figure was still 5% above the long-term average. In absolute numbers, this translates into 50% more landings on Runway 11 than in 1998.

___In addition, approaches to Runway 16 doubled from the 1999 level, when the runway was closed for renovation. This led to a reduction of 27% in the total number of complaints, which still remained relatively high at 1,150. Seventy percent of these complaints came from Vienna, mainly from Districts 22 and 15. The highest number of complaints per resident came from Schwadorf, Enzersdorf/Fischa, Zwölfaxing and Gross-Enzersdorf.

Pollution Monitoring

___We have collected data on pollution in Rauchenwarth and Zwölfaxing (not yet completed) with measuring equipment installed in 1997. This information was recorded by officials of the Lower Austrian government, and presented and interpreted in a special report. In general, results indicate that flight operations have no measurable effect on air quality in the region surrounding the airport. The next site for the installation of pollution measuring equipment will be Margarethen/Moos.

Subsidy for Sound-proof Windows

___During the reporting year, we provided € 363,364 of subsidies for the installation of sound-proof windows in neighbouring communities. Since the start of this project, we have made a total of € 1.3 million available.

Deviations

	1998	1999	2000
Flight movements	165,242	171,682	186,469
Deviations in take-offs	256	313	576
Deviations in landings	0	0	0
Total deviations in %	0.2	0.2	0.3

Noise Complaints

	1998	1999	2000
Total	373	1,578	1,150
Vienna	143	1,120	803
Lower Austria	230	458	347

Communications

Mediation process started

Our communications work differs from many publicly traded companies in that it has many different facets. On an almost daily basis our airport is the setting for events that normally have little direct relation to our business, but for which the Communications Office is the initial contact partner.

July 12, 2000

The emergency landing of a Hapag Lloyd Airbus 310 with 142 passengers and 8 crew-members on July 12, 2000 was the major event of the reporting year. Fortunately no passengers were injured, but national and international media interest was still enormous. Over 80 media representatives and 18 television teams arrived on site within a short time after the emergency landing. Our staff organised film and photo opportunities, interview partners, and press conferences. During the first five days we coordinated 21 live television interviews and provided nearly 150 media representatives with up-to-the-minute information and background data. We have since been able to share the experience gained from this unusual incident with colleagues from other European airports in numerous speeches.

Mediation

Our determination to provide neighbouring residents with extensive and timely information on our expansion plans was increased by changed emphasis and additional resources in 2000. Since these development plans can be a source of anxiety for the local population, we have initiated a mediation process with representatives of neighbouring communities, citizens' committees, the Provinces of Vienna and Lower Austria, and environmental authorities. Prior to the start of the approval procedure required under the Austrian Environmental Impact Act, we are seeking a consensus with all involved parties. A group including representatives of Flughafen Wien AG and the above-mentioned groups has selected an internationally experienced consultation team. At the first meeting in November more than 200 people took advantage of this opportunity to voice their opinions. These discussions provided valuable input for further work in the mediation forum. The forum finalised the mediation contract which identified participants for the process, and defined the content, structure and rules for joint work in March 2001. The content and positions are now being discussed. The actual mediation procedure should be concluded by Spring 2002. Additional information on the mediation process can be obtained from www.viemediation.at.

For additional information, contact Dagmar Lang:
+43-1-7007-22103
e-mail: m@viennaairport.com



Brains

The "red cap" is the mobile brain of an airport.

Rückführung / Transfergepäck

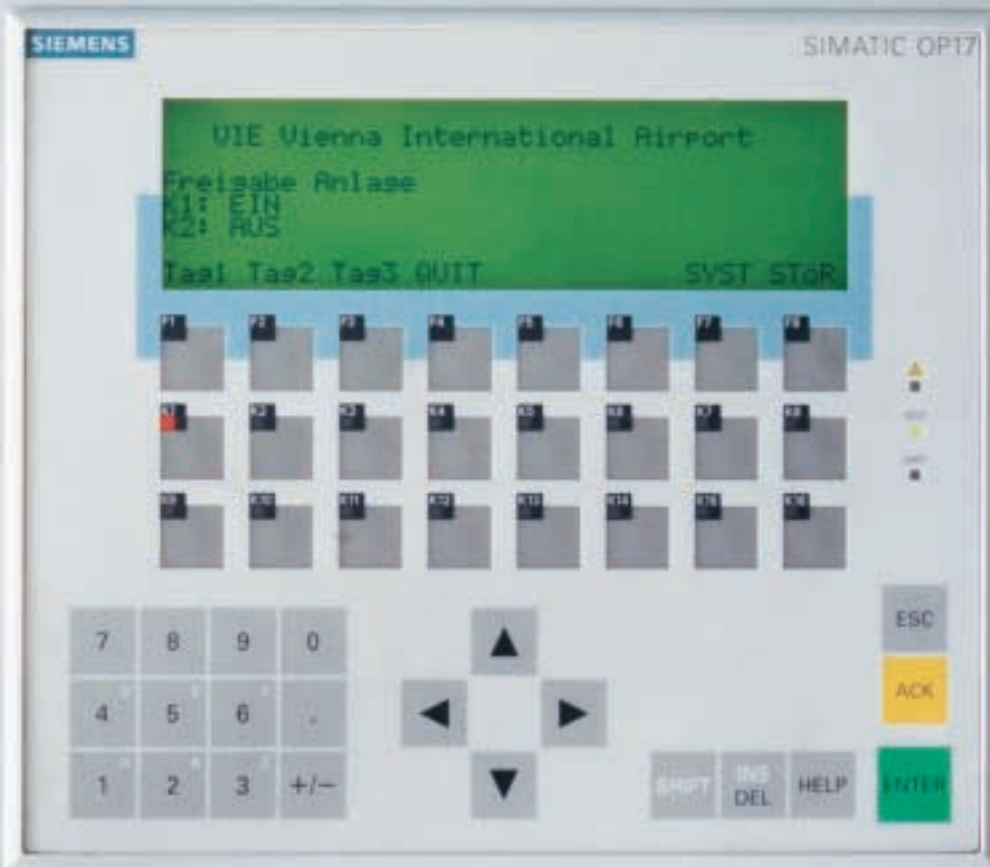
SIEMENS SIMATIC OP17

UIE Vienna International Airport
Freigabe Anlage
Tsp1 Tsp2 Tsp3 QUIT SVST STGR

The operator panel features a 3x8 grid of function keys. The first row contains keys labeled Tsp1, Tsp2, Tsp3, QUIT, SVST, and STGR. The second and third rows contain keys labeled with numbers 01 through 08. To the right of the keypad is a vertical status indicator with three colored lights (red, yellow, green) and a small black square. Below the keypad are several function keys: a numeric keypad (0-9, +/-), a central directional pad (up, down, left, right), and a row of keys labeled SWRT, DEL, HELP, and ENTER. The ENTER key is highlighted in green.

Even if an explanation seems logical,
the results are still fascinating.

Lokalgepäck





Precision

Over 2,600 employees guarantee smooth operations.



CAUTION
BLIND RECORDED
HERE



**The magic of the invisible is
based in real figures.**





Financial Statements 2000

Flughafen Wien AG

Consolidated Income Statement

for the period from 1 January to 31 December 2000

Flughafen Wien AG

in T€	Note	2000	1999
Turnover	(29)	327,438.5	312,611.6
Other operating income	(1)	6,923.3	4,936.9
Operating income		334,361.8	317,548.5
Cost of materials and services		-19,025.3	-17,933.5
Personnel expenses	(2)	-133,223.3	-133,184.4
Amortisation of intangible assets and depreciation of fixed assets	(9-12)	-44,416.2	-42,791.4
Other operating expenses	(3)	-44,586.5	-34,138.3
Income before interest and taxes (EBIT)		93,110.4	89,500.9
Income from investments, excl. associates at equity	(4)	1,750.6	0.0
Net financing costs	(5)	17,953.3	13,681.4
Other income from financing activities	(6)	-11,127.4	-874.9
Financial results, excl. associates at equity		8,576.4	12,806.5
Income from associates at equity	(4)	917.4	-6,458.7
Financial results		9,493.9	6,347.8
Profit before tax		102,604.2	95,848.7
Reimbursement from "KMOG" foundation	(7)	-3,350.0	0.0
Profit before tax after tax reimbursement from "KMOG" foundation		99,254.2	95,848.7
Taxes on income		-30,014.3	-33,899.7
Tax savings from tax reimbursement from "KMOG" foundation		3,859.7	0.0
Taxes on income	(8)	-26,154.6	-33,899.7
Profit for the year		73,099.6	61,949.0
Number of shares outstanding (weighted average)	(9)	20,881,918	21,000,000
Earnings per share (in €)		3.48	2.95
Recommended/paid dividend per share (in €)		2.10	1.60
Recommended/paid dividend (in T€)		44,100.0	33,600.0

Consolidated Balance Sheet

as at 31 December 2000

Flughafen Wien AG

in T€	Note	31.12.2000	31.12.1999
ASSETS			
Intangible assets	(10)	2,612.1	2,792.0
Property, plant and equipment	(11)	458,547.7	474,355.1
Associates – at equity	(12)	122.3	1,592.2
Other financial assets	(13)	40,325.3	41,795.2
Non-current receivables	(14)	78.3	71.4
Deferred tax assets	(15)	31,934.5	10,963.7
Non-current assets		533,620.1	531,569.5
Inventories	(16)	3,004.9	2,638.6
Current receivables and other current assets	(17)	33,512.9	31,001.9
Cash and cash equivalents	(18)	180,241.4	234,990.2
Current assets		216,759.2	268,630.7
Assets		750,379.3	800,200.2
EQUITY AND LIABILITIES			
Share capital	(19)	152,670.0	152,670.0
Share premium	(20)	117,657.3	117,657.3
Retained earnings and reserves	(21)	243,328.2	300,914.0
Equity		513,655.5	571,241.3
Non-current provisions	(22)	136,032.9	125,817.5
Other non-current liabilities	(23)	11,107.6	13,136.5
Non-current liabilities		147,140.5	138,954.0
Current provisions	(24)	46,299.8	58,340.9
Current financial liabilities	(25)	3,690.2	0.0
Trade payables	(26)	12,972.3	17,468.9
Other current liabilities	(27)	26,621.0	14,195.1
Current liabilities		89,583.3	90,004.9
Equity and Liabilities		750,379.3	800,200.2

Consolidated Cash Flow Statement

Flughafen Wien AG



Cash Flow

72 Annual Report 2000

in T€	2000	1999
Profit before tax	102,604.2	95,848.7
+ Depreciation / - Write-ups of fixed and financial assets	47,357.1	48,606.5
+ Loss / - Gain on the disposal of fixed and financial assets	-1,714.6	-2,373.8
- Reversal of investment subsidies from public funds	-1,843.6	-1,870.3
- Increase / + Decrease in inventories	-366.3	158.6
- Increase / + Decrease in receivables	-2,518.0	-3,712.9
+ Increase / - Decrease in provisions	-18,643.6	19,345.2
+ Increase / - Decrease in liabilities	7,744.0	-7,867.1
Net cash flows from ordinary operating activities	132,619.2	148,135.1
- Income taxes paid	-31,687.5	-30,889.7
Net cash flows from operating activities	100,931.7	117,245.4
+ Payments received on the disposal of fixed assets (excl. financial assets)	97.0	75.8
+ Payments received on the disposal of financial assets	2,848.4	2,443.4
- Payments made for investments in fixed assets (excl. financial assets)	-28,532.6	-52,941.0
- Payments made for investments in financial assets	-1,128.1	-11,047.7
+ Cash flow from non-repayable subsidies	0.0	300.0
Net cash flows from investing activities	-26,715.3	-61,169.6
- Purchase of treasury shares	-94,500.0	0.0
- Dividend	-33,600.0	-30,522.6
- Repayment of borrowings	3,690.2	-91.8
Net cash flows from financing activities	-124,409.8	-30,614.4
Change in cash and cash equivalents	-50,193.4	25,461.4
+ Addition to / - Reversal of revaluation reserve for securities	-4,555.4	-157.7
+ Cash and cash equivalents at the beginning of the year	234,990.2	209,686.5
Cash and cash equivalents at the end of the year	180,241.4	234,990.2
Thereof current securities	152,434.3	212,001.8
Thereof unrealised gains (+) / losses (-)	2,416.9	6,972.3
Interest expense for operating activities	43.9	88.9
Interest income from operating activities	18,151.0	14,729.3
Dividends received	43.5	0.0

For notes see Point (28)

Consolidated Statement of Capital and Reserves

Flughafen Wien AG

in T€	Share-capital	Share premium account	Revaluation reserve	Retained earnings and other reserves	Treasury stock	Total
Balance on 31.12.1998	152,613.0	117,657.3	4,705.8	264,942.9	0.0	539,919.0
Revaluation of securities			-104.1			-104.1
Gains and losses not reflected on the income statement	0.0	0.0	-104.1	0.0	0.0	-104.1
Conversion of share capital to €	57.0			-57.0		0.0
Profit for the year 1999				61,949.0		61,949.0
Dividend payment for 1998				-30,522.6		-30,522.6
Balance on 31.12.1999	152,670.0	117,657.3	4,601.7	296,312.3	0.0	571,241.3
Revaluation of securities			-3,006.6			-3,006.6
Market price loss on treasury stock				-10,450.0	10,450.0	0.0
Employee foundation				421.1		421.1
Gains and losses not reflected on the income statement	0.0	0.0	-3,006.6	-10,028.9	10,450.0	-2,585.5
Purchase of treasury shares					-94,500.0	-94,500.0
Transfer of treasury shares				-80,020.0	80,020.0	0.0
Profit for the year 2000				73,099.6		73,099.6
Dividend payment for 1999				-33,600.0		-33,600.0
Balance on 31.12.2000	152,670.0	117,657.3	1,595.1	245,763.1	-4,030.0	513,655.5

For notes see Points (19) to (21)

Notes to the Consolidated Financial Statements 2000

Flughafen Wien AG

General Information

Reporting in accordance with International Accounting Standards (IAS)

___The consolidated financial statements of Flughafen Wien AG were prepared for the first time in accordance with the principles set forth in International Accounting Standards (IAS) for the 2000 Business Year. These financial statements reflect the International Accounting Standards (IAS) in effect for the 2000 Business Year.

___In keeping with § 245a of the Austrian Commercial Code, these financial statements fulfil legal requirements for the exemption from the obligation to prepare consolidated financial statements under Austrian law. Therefore, financial statements were not prepared in accordance with the Austrian Commercial Code.

Reporting in Euro

___As of 1 January 2000 Flughafen Wien AG and its major subsidiaries converted their accounting systems to Euro. In order to provide a better overview, amounts are generally shown in thousand Euro (T€). These rounded figures also include exact amounts that are not shown, and rounding differences can therefore occur.

Information on the Company

___The business of Flughafen Wien AG is the construction and operation of civil airports with all related facilities. As a civil airport operator, the Company manages Vienna International Airport and the Vöslau-Kottingbrunn Airport. The headquarters of the Company are located in Schwechat, Austria.

Significant Accounting Policies

___The consolidated financial statements were prepared in accordance with the historical cost convention. The income statement was prepared in keeping with the Austrian method under which "total costs" are shown.

The financial statements of companies included in the consolidation are prepared in accordance with uniform Group accounting and valuation principles.

Consolidation Range

___The consolidation includes all subsidiaries in which the Group directly or indirectly owns the majority of shares or in which the Group can otherwise control financial or business policy. Subsidiaries are included in the consolidation beginning at the time the Group can exert control. The consolidated financial statements include all material Flughafen Wien Group companies.

An overview of companies included in the consolidation and the consolidation methods used is provided in the appendix to the Notes.

Flughafen Wien/Berlin-Brandenburg International Entwicklungsbeteiligungsgesellschaft m.b.H. holds an interest in a consortium for privatisation of the Berlin Brandenburg Airport System. This consortium plans to acquire 7% of the shares in Berliner Flughafengesellschaft, and will also construct and operate the Berlin-Brandenburg International Airport. At present this company has an immaterial effect on the Group and is therefore not included in the consolidation.

Consolidation Principles

___The financial statements of companies included in the consolidation were prepared as of the same date used for the consolidated financial statements. The annual financial statements of all major companies were audited and verified by certified public accountants.

The book value method is used to eliminate the investment and equity. Under this method, the acquisition price of an investment is compared with the relevant shareholders' equity at the point of founding or purchase. Any positive differences are recorded as goodwill and amortised on a straight-line basis over their useful life.

For associates, the proportional share of profit or loss is added to or subtracted from the value of the investment (equity method).

For the consolidation of liabilities, receivables and loans granted were offset with corresponding liabilities and provisions.

All expenses and revenue arising from the provision of goods or services between member companies of the Group were eliminated.

Interim profits arising from the transfer of assets between Group companies were eliminated with an appropriate charge or credit to the income statement.

Tangible and Intangible Assets

___Tangible and intangible assets are valued at purchase or production price less ordinary straight-line depreciation or amortization. Ordinary depreciation and amortization is based on the following useful lives:

	Years
Buildings	25 – 50
Facilities	10 – 20
Technical equipment and machinery	5 – 20
Other equipment, furniture, fixtures and office equipment	4 – 15
Concessions and rights	4 – 10

___Low-value assets are completely written off in the year of purchase. A full year's depreciation is taken for assets purchased during the first half of the year; one-half this amount is taken for additions made during the second six months.

Goodwill

___Goodwill is defined as the surplus of the price paid for a company over the value of purchased identifiable assets and liabilities on the date of acquisition. Goodwill is amortised on a straight-line basis over the assumed useful life of the asset, up to a maximum of 20 years. The future economic benefit of remaining goodwill is analysed as of each balance sheet date. Any goodwill not covered by an expected future economic benefit is amortised immediately with an appropriate charge to the income statement.

Financial Assets

___Investments in subsidiaries, which are not included in the consolidation because they are of secondary importance, are stated at acquisition cost.

___In keeping with IAS 25, non-current securities are valued at purchase price and serve to fulfil coverage requirements under Austrian tax law for the provisions for severance compensation and pensions. Write-downs are only made to reflect a lower market price if a loss in value is expected to be permanent. If circumstances in a later business year indicate that the reasons for this extraordinary write-down no longer exist, a write-up is made equal to the increase in value, but no higher than the original purchase price.

Inventories

___Inventories are stated at historical cost or the lower net sales value. The moving average price method is used for valuation.

Receivables

Receivables are stated at nominal value, unless individual recognizable risks require the use of a lower amount.

Securities

___In accordance with IAS 25, securities not required for operations on a continual basis are recorded at the applicable market price as of the balance sheet date. If a revaluation exceeds purchase price, the surplus amount is credited to the revaluation reserve with no effect on the income statement. Write-downs are offset with any existing revaluation reserve, and any write-down below purchase price is charged to the income statement. When securities are sold, any existing revaluation reserve is reversed to the income statement.

Provision for Deferred Taxes

___In keeping with IAS 12 (revised), deferred taxes are recorded for all temporary valuation and accounting differences arising between the book value of an asset or a liability and its value for tax purposes. Temporary differences arise primarily in connection with the valuation of tangible assets, current securities, treasury stock and the provisions for pensions, severance compensation and service anniversary bonuses. The tax rate expected when these differences reverse in the future is used for the calculation.

Deferred tax assets are created for tax loss carry-forwards if they are expected to be used against taxable profits in the future.

___Deferred tax assets and liabilities are shown as a single net amount on the balance sheet.

Investment Subsidies from Public Funds

___Subsidies granted by public authorities for the purchase of fixed assets are shown under current or non-current liabilities, and are reversed to the income statement over the useful lives of the related assets on a straight-line basis.

Provisions for Severance Compensation, Pensions and Service Anniversary Bonuses Flughafen Wien AG

___In keeping with IAS 19 the provisions for severance compensation, pensions and service anniversary bonuses are calculated by the parent company Flughafen Wien AG according to the projected unit credit method.

___These calculations incorporate future wage and salary increases. The discount rate is based on yields for non-current Austrian federal securities as of the balance sheet date.

___In accordance with relevant Austrian law, computations for the present value of obligations arising from severance compensation, pensions and service anniversary bonuses ("defined benefit obligation", DBO) for the 2000 business year are based on the earliest possible retirement age for men (61.5; prior year: 60) and women (56.5; prior year: 55). In keeping with the Austrian law that allows different retirement ages for male and female employees (early retirement), a gradual increase to a retirement age of 60 for women was included in the calculation.

The AVÖ 1999-P life expectancy tables for male and female employees, which are prepared by F.W. Pagler, form the biometric basis for this calculation. A discount for employee turnover is included in the calculation, and is based on length of service.

___Actuarial gains and losses that exceed or fall below 10% of present value are credited or charged to the income statement over a period of five years.

Austrian Subsidiaries

___There are no pension commitments for Austrian subsidiaries. To simplify calculations, the provisions for severance compensation and service anniversary bonuses are based on financial principles and a discount rate of 3.5%.

Other Provisions

___Other provisions are created in accordance with reasonable business judgment and reflect the amounts considered necessary to cover future payment obligations, recognizable risks and uncertain liabilities. These provisions are recorded at the amount, which is considered most probable after careful examination of the related circumstances.

Liabilities

___Liabilities are stated at nominal value or the higher repayment amount. Foreign currency liabilities are recorded at the average exchange rate in effect on the balance sheet date.

Realization of Income

___Income is realized when services are provided or risk is transferred.

Derivative Financing Instruments

___As of the balance sheet date, the Company had no outstanding derivative financing instruments.

Earnings per Share

___Earnings per share for the Flughafen Wien Group are calculated by dividing profit for the year by the weighted average number of shares outstanding.

Notes to the Consolidated Income Statement

(1) Other operating income

in T€	2000	1999
Increase/decrease in services not yet invoiced	310.3	0.0
Own work capitalized	742.4	651.1
Income from the disposal and revaluation of fixed assets, excluding financial assets	64.7	45.9
Income from the reversal of provisions	2,329.1	1,691.2
Income from the reversal of investment subsidies from public funds	1,843.6	1,870.3
Miscellaneous	1,633.2	678.4
	6,923.3	4,936.9

(2) Personnel expenses

in T€	2000	1999
Wages	55,349.0	52,942.6
Salaries	39,615.3	40,277.2
Expenses for severance compensation	4,621.9	4,824.2
Expenses for pensions	5,837.0	6,838.0
Expenses for legally required social security and payroll-related duties and mandatory contributions	26,604.3	26,870.7
Other employee benefits	1,195.8	1,431.8
	133,223.3	133,184.4

(3) Other operating expenses

in T€	2000	1999
Other taxes	231.2	186.9
Maintenance	12,974.6	11,367.4
Third party services	5,184.9	5,035.8
Legal, auditing and consulting expenses	5,522.3	3,667.7
Market communication	7,003.4	3,873.3
Postage and telecommunications	1,702.7	1,916.3
Rental and lease payments	1,567.8	1,907.9
Miscellaneous operating expenses	10,399.7	6,183.0
	44,586.5	34,138.3

(4) Share of profit/loss from associates, income from investments

in T€	2000	1999
Income from investments in associates	2,469.4	68.6
Expenses arising from investments in associates	-1,552.0	-6,527.3
Net income/expense from associates included at equity	917.4	-6,458.7
Income from investments in subsidiaries and other companies	1,750.6	0.0
Expenses arising from investments in subsidiaries and other companies	0.0	0.0
Net income/expense from investments in other companies	1,750.6	0.0
	2,668.0	-6,458.7

(5) Interest income/expense

in T€	2000	1999
Interest and similar income	18,102.8	13,888.8
Interest and similar expense	-149.5	-207.4
	17,953.3	13,681.4

(6) Other financial results

in T€	2000	1999
Income from the disposal and revaluation of financial assets	67.0	2,419.9
Income from the disposal and revaluation of current securities	0.0	352.4
Losses on the disposal of current securities	-2,567.2	-228.0
Expenses arising from financial assets and current securities	-8,627.2	-3,419.1
	-11,127.4	-874.9

(7) Reimbursement of Tax Expense "KMOG" Foundation

___ This item equals T€ 3,350.0 and includes corporate income tax related to the employee foundation ("Flughafen Wien Mitarbeiter Beteiligung Privatstiftung"), which will be paid by Flughafen Wien AG as stated in the foundation's declaration of formation and in accordance with the provisions of the Austrian Capital Markets Offensive Act ("Kapitalmarktoffensivgesetz" or KMOG).

(8) Taxes on income

in T€	2000	1999
Current tax expense	24,950.2	35,358.4
Deferred taxes	5,064.2	-1,458.7
	30,014.4	33,899.7
Tax savings from reimbursement of tax expense "KMOG" foundation	-3,859.7	0.0
	26,154.6	33,899.7

___Tax savings from the reimbursement of tax expense "KMOG" foundation reflects tax savings realised by the Company from the employee foundation in accordance with the Austrian Capital Markets Offensive Act.

___The difference between the theoretical tax rate (Austrian corporate tax rate of 34%) and the effective tax rate shown in the financial statements is due to the following:

in T€	2000	1999
Profit before tax after tax reimbursement from "KMOG" foundation	99,254.2	95,848.7
Theoretical income tax (tax rate: 34%)	33,746.4	32,588.6
Permanent differences and taxes related to other periods	-7,591.8	1,311.1
Income tax expense as per income statement	26,154.6	33,899.7
Effective tax rate	26.4%	35.4%

___For additional information on changes in deferred taxes, see Note (15) on the provision for deferred taxes.

(9) Shares outstanding

___At the beginning of the reporting year, a total of 21,000,000 shares were outstanding. 2,100,000 shares, or 10% of share capital, were repurchased on 30 November 2000. These treasury shares were transferred to Flughafen Wien Mitarbeiterbeteiligung Privatstiftung, a private foundation, on 20 December 2000 (2,000,000 shares) and 2 February 2001 (100,000 shares). The shares belonging to this foundation have voting rights and are also entitled to receive dividends.

Notes to the Consolidated Balance Sheet

Fixed and Financial Assets

(10) Intangible assets

in T€	Concessions and rights
Development from 01.01. to 31.12.2000	
Net book value as of 01.01.2000	2,792.0
Additions	485.0
Amortisation	-664.9
Net book value as of 31.12.2000	2,612.1
Balance on 31.12.2000	
Acquisition price	10,344.0
Accumulated amortisation	-7,731.9
Net book value	2,612.1

(11) Property, plant and equipment

in T€	Land and buildings	Technical equipment and machinery	Other equipment, furniture, fixtures and office equipment	Advance payments made and construction in progress	Total
Net book value as of 01.01.2000	296,963.2	148,124.4	18,034.4	11,233.1	474,355.1
Additions	12,974.9	2,282.7	9,201.7	3,588.4	28,047.6
Transfers	10,052.1	145.1	9.4	-10,206.6	0.0
Revaluations *	0.0	0.0	12.7	0.0	12.7
Disposals/remaining book values	0.0	-2.0	-114.5	0.0	-116.5
Depreciation	-17,682.3	-19,079.4	-6,989.6	0.0	-43,751.3
Net book value as of 31.12.2000	302,307.9	131,470.8	20,154.1	4,614.9	458,547.7
Balance on 31.12.2000					
Acquisition price	472,532.9	376,256.1	98,899.5	4,614.9	952,303.4
Accumulated depreciation	-170,225.0	-244,785.3	-78,745.4	0.0	-493,755.7
Net book value	302,307.9	131,470.8	20,154.1	4,614.9	458,547.7

* Revaluations are the result of corrections to the financial statements following tax audits for the years 1996 to 1998.

(12) Financial assets – associates included at equity

in T€	Value of company at equity	Loans granted	Total
Development from 01.01. to 31.12.2000			
Net book value as of 01.01.2000		138.7	1,453.5
Disposals/remaining book values		-16.5	0.0
Write-downs		0.0	-1,453.5
Net book value as of 31.12.2000		122.3	0.0
Balance on 31.12.2000			
Acquisition price	162.4	7,267.3	7,429.7
Accumulated revaluations/write-downs	-40.1	-7,267.3	-7,307.4
Net book value	122.3	0.0	122.3

___ Disposals also include changes in the values of associates consolidated at equity.

Investments in other companies

in T€	Shares in associates (not consolidated)	Shares in subsidiaries (not consolidated)	Misc. investments	Total
Development from 01.01. to 31.12.2000				
Net book value as of 01.01.2000	0.0	68.0	1,055.6	1,123.6
Additions	49.0	829.5	0.0	878.5
Disposals/remaining book values	0.0	0.0	-1,055.6	-1,055.6
Net book value as of 31.12.2000	49.0	897.6	0.0	946.6
Balance on 31.12.2000	49.0	897.6	0.0	946.6
Acquisition price				
Accumulated write-downs	0.0	0.0	0.0	0.0
Net book value	49.0	897.6	0.0	946.6

(13) Other financial assets

Securities and other loans granted

in T€	Non-current securities	Other loans granted	Total
Development from 01.01. to 31.12.2000			
Net book value as of 01.01.2000	40,603.1	68.5	40,671.5
Additions	200.4	49.2	249.6
Disposals/remaining book values	-2.2	-40.0	-42.3
Write-downs	-1,500.2	0.0	-1,500.2
Net book value as of 31.12.2000	39,301.1	77.6	39,378.7
Balance on 31.12.2000	40,802.6	77.6	40,880.2
Acquisition price			
Accumulated write-downs	-1,501.4	0.0	-1,501.4
Net book value	39,301.1	77.6	39,378.7

(14) Non-current receivables

___ Non-current receivables of T€ 78.3 consists primarily of interest-bearing advance payments of wages and salaries to employees.

(15) Provision for deferred taxes

Development of deferred tax assets

in T€	2000	1999
Balance on 1.1.	10,963.7	9,451.3
Change with effect on the income statement	0.0	1,458.7
Change with no effect on the income statement	0.0	53.6
Balance on 31.12.	10,963.7	10,963.7

Deferred tax assets or provisions were created for the following items:

in T€	2000	1999
Deferred tax assets		
Tangible and financial assets	730.6	1,743.1
Provisions for severance compensation	2,151.2	3,587.3
Provisions for pensions	12,219.9	14,253.1
Provisions for service anniversary bonuses	557.7	564.4
Transfer of shares to foundation	24,486.1	0.0
Other provisions	1,892.7	988.4
Tax loss carry-forwards	536.8	528.1
	42,574.9	21,664.3
Provisions for deferred taxes on tangible fixed assets	6,041.3	4,130.3
Current securities	829.9	2,370.6
Other current assets	230.6	0.0
Provision for taxes from consolidation	3,538.7	4,199.8
	10,640.5	10,700.6
Net deferred tax assets and provisions	31,934.5	10,963.7

(16) Inventories

in T€	2000	1999
Raw materials and supplies	2,694.6	2,545.5
Spare parts for aircraft	0.0	93.1
Services not yet invoiced	310.3	
	3,004.9	2,638.6

(17) Current receivables and other current assets

in T€	2000	1999
Gross trade receivables	29,603.4	29,050.0
Valuation adjustments	-2,224.9	-1,997.5
Net trade receivables	27,378.4	27,052.5
Receivables due from subsidiaries (non-consolidated)	97.3	0.7
Receivables due from associates	3,954.9	854.7
Other receivables and assets	1,920.5	2,914.4
Prepaid expenses and deferred charges	161.8	179.5
	33,512.9	31,001.9

(18) Cash and cash equivalents

in T€	2000	1999
Cash	115.7	80.2
Deposits with financial institutions	27,691.4	22,908.3
Securities	152,434.3	212,001.8
	180,241.4	234,990.2

___ In 2000, the effective interest rate on deposits with financial institutions was 4.1 to 4.3% (1999: 2.7 to 3.0%). Interest paid on deposits with financial institutions is dependent on developments in the Austrian money market, which showed a slight upward trend at the beginning of 2001.

___ For detailed information on securities, see Point (30) on financing instruments.

(19) Share capital

___As of 31 December 2000 share capital totalled € 152,670,000.--. It is divided into 21,000,000 bearer shares of common stock.

___At the tenth (extraordinary) Annual Meeting on 15 November 2000, a resolution was passed approving the repurchase of 10% of capital stock for transfer to a private foundation for employees. 2,100,000 shares (10% of share capital) were repurchased on 30 November 2000. These shares were transferred to the employee foundation on 20 December 2000 (2,000,000 shares) and 2 February 2001 (100,000 shares). The shares owned by the foundation have both voting and dividend rights.

(20) Share premium

___Appropriated reserves consist of a T€ 92,221.8 premium received on the stock issue in 1992 and the T€ 25,435.5 premium realised on the share capital increase in 1995.

(21) Retained earnings and reserves

___This item includes retained earnings from prior business years, untaxed reserves after the deduction of deferred taxes, treasury stock, and the revaluation reserve for current securities after the deduction of deferred taxes.

___In conjunction with preparation of the first financial statements according to IAS, fixed assets, current securities, and the provisions for pensions, severance compensation and service anniversary bonuses were revalued as of 31 December 1998; where necessary, these calculations included deferred taxes. In keeping with SIC-8, any differences were recorded under equity. A change in the useful lives of fixed assets led to an increase of T€ 7,055.4 in the value of runways, taxiways, aprons and lighting systems. The revaluation of current securities resulted in a write-up of T€ 7,718.4. Calculation of the provisions for pensions, severance compensation and service anniversary bonuses according to the projected unit credit method led to required additions of T€ 37,419.5. Net deferred taxes totalling T€ 13,989.7 were capitalized and netted out with reserves. These new valuations resulted in a decrease of T€ 8,656.0 in reserves as of 1 January 1999.

___The decrease in reserves resulted primarily from the repurchase of 10% of share capital (T€ 94,500.0) in November 2000, and transfer of 2,000,000 (T€ 80,020.0) shares to an employee foundation in December 2000 with subsequent write-down in the value of these shares. At the time the financial statements were prepared, the Company owned shares with a value of T€ 4,030.--; these shares were transferred to the employee foundation on 2 February 2001. The line item "foundation" contains the offset of deferred tax assets resulting from the Austrian Capital Markets Offensive Act with the provisions for reimbursement of taxes arising from the employee foundation.

(22) Non-current provisions

in T€	2000	1999
Provisions for severance compensation	35,570.7	40,376.7
Provisions for pensions	73,099.9	79,762.9
Provisions for service anniversary bonuses	5,971.4	5,677.8
Other provisions	21,391.0	0.0
	136,032.9	125,817.5

___ Calculations for obligations arising from severance compensation, pensions, and service anniversary bonuses and related expenses for coverage requirements were based on the following factors.

Factors	2000	1999
Discount rate	6.0%	6.0%
Wage and salary increases	3.5%	3.5%
Pension increase (only for pensions)	1.5%	1.5%

Provisions for severance compensation

___ Legal regulations and collective bargaining agreements grant employees a one-time payment on termination or retirement. The amount of severance compensation is based on the length of service with the company and compensation at the end of employment.

Transition from present value to provision

in T€	2000	1999
Present value of severance compensation obligations as of 31.12.	35,211.7	38,858.9
Actuarial gain not recorded (accumulated)	359.0	1,517.8
Provision as of 31.12. per balance sheet	35,570.7	40,376.7

Expenses arising from severance compensation obligations

in T€	2000	1999
Service cost	2,341.9	2,801.5
Interest expense	2,280.1	2,022.6
Actuarial gain recorded	0.0	0.0
Expenses arising from severance compensation obligations	4,621.9	4,824.2

Development of provision for severance compensation obligations

in T€	2000	1999
Provision as of 1.1. per balance sheet	40,376.7	41,229.7
Expenses arising from severance compensation obligations	4,621.9	4,824.2
Payments for severance compensation	-9,428.0	-5,677.1
Provision as of 31.12. per balance sheet	35,570.7	40,376.7

Development of actuarial gain/loss

in T€	2000	1999
Actuarial gain not recorded (accumulated) as of 1.1.	1,517.8	0.0
Corridor as of 1.1.	3,885.9	4,123.0
Surplus	0.0	0.0
Distribution period (years)	5	5
Actuarial gain not recorded (accumulated) as of 1.1.	1,517.8	0.0
Actuarial gain, current year	-1,158.8	1,517.8
Actuarial gain recorded	0.0	0.0
Actuarial gain not recorded (accumulated) as of 31.12.	359.0	1,517.8

Provisions for Pensions

___Flughafen Wien AG has concluded individual agreements for pensions or supplementary retirement payments with key employees; other employees are covered by special company agreements. Payments are dependent on the length of employment and final compensation. At the end of 2000, a company agreement was concluded for employees who had joined on or after 1 September 1986. This agreement approves the transfer of provisions as of 31 December 2000, which were calculated in accordance with Austrian commercial law (present value method, 6% discount rate), to a pension fund as of 1 January 2001. Beginning on this date, 2.5% of total payroll for these employees will be transferred as a contribution to this pension fund. For the reporting year, the amount transferred was recorded on the balance sheet under "other current liabilities".

Transition from present value to provision

in T€	2000	1999
Present value of pension obligations as of 31.12.	52,772.4	66,829.6
Actuarial gain not recorded (accumulated)	20,327.5	12,933.3
Provision as of 31.12. per balance sheet	73,099.9	79,762.9

Expenses arising from pension obligations

in T€	2000	1999
Service cost	2,988.3	2,975.7
Interest expense	4,009.8	3,825.5
Actuarial gain recorded	-1,250.1	0.0
Expenses arising from pension obligations	5,748.0	6,801.3

Development of provision for pension obligations

in T€	2000	1999
Provision as of 1.1. per balance sheet	79.762,9	76.510,4
Expenses arising from pension obligations	5.748,0	6.801,3
Transfer to pension fund	-6.972,2	0,0
Pension payments	-5.438,8	-3.548,8
Provision as of 31.12. per balance sheet	73.099,9	79.762,9

Development of actuarial gain/loss

in T€	2000	1999
Actuarial gain not recorded (accumulated) as of 1.1.	12,933.3	0.0
Corridor as of 1.1.	6,683.0	7,651.0
Surplus	6,250.3	0.0
Distribution period (years)	5	5
Actuarial gain not recorded (accumulated) as of 1.1.	12,933.3	0.0
Actuarial gain, current year	8,644.3	12,933.3
Actuarial gain recorded	-1,250.1	0.0
Actuarial gain not recorded (accumulated) as of 31.12.	20,327.5	12,933.3

Provisions for service anniversary bonuses

___Employees of Austrian companies are entitled to receive special bonuses for long years of service. The specific entitlement criteria and amount of the bonus are regulated by the collective bargaining agreements for employees of public airports in Austria.

Other provisions

This item includes the non-current portion of the provision for reimbursement of tax expense for "KMOG" foundation.

(23) Other non-current liabilities

in T€	2000	1999
Clean Water Fund	2,381.2	2,590.7
Investment subsidies from public funds	8,726.3	10,545.8
	11,107.6	13,136.5

___From 1977 to 1985 Flughafen Wien AG received non-repayable subsidies from public authorities. In 1997, 1998 and 1999 Flughafen Wien AG received investment subsidies from the European Union.

Current Liabilities

(24) Current provisions

in T€	2000	1999
Unused vacation	6,250.9	6,175.6
Other claims by employees	2,958.2	7,825.7
Taxes	8,873.0	13,980.2
Miscellaneous	28,217.7	30,359.4
	46,299.8	58,340.9

in T€	Unused vacation	Other claims by employees	Taxes	Misc. current provisions	Total
Development from 01.01. to 31.12.2000					
Book value as of 01.01.2000	6,175.6	7,825.7	13,980.2	30,359.4	58,340.9
Use	0.0	-7,358.1	-2,821.1	-19,238.9	-29,418.1
Reversal	-127.5	-26.2	-2,453.8	-2,400.0	-5,007.6
New creation	202.9	2,516.8	167.7	19,497.2	22,384.5
Book value as of 31.12.2000	6,250.9	2,958.2	8,873.0	28,217.7	46,299.8

___Miscellaneous current provisions include the current portion of the provision for reimbursement of tax expense for the "KMOG" foundation, which totals T€ 8,130.0 (income and gift taxes).

(25) Current financial liabilities

in T€	2000	1999
Settlement accounts	3,690.2	0.0
	3,690.2	0.0

(26) Trade payables

in T€	2000	1999
To third parties	12,867.7	17,364.3
To associates	104.6	104.6
	<u>12,972.3</u>	<u>17,468.9</u>

(27) Other current liabilities

in T€	2000	1999
Other tax liabilities	4,245.9	5,547.6
Other social security liabilities	9,929.4	3,022.9
Investment subsidies from public funds	1,819.5	1,843.6
Misc. other current liabilities and provisions	10,626.2	3,780.9
	<u>26,621.0</u>	<u>14,195.1</u>

Other Information

(28) Consolidated statement of cash flows

___The indirect method was used to prepare the consolidated statement of cash flows.

___Interest income and expense as well as dividend income are allocated to operating activities.

___Dividends paid by Flughafen Wien AG are shown under cash flow from financing activities.

___Cash and cash equivalents include cash, deposits with banks and current securities.

(29) Segment reporting

___Segment reporting involves only the primary segments of business, since all activities of the Flughafen Wien Group take place in Austria.

___Sales between Group companies are made at market-based standard rates or prices.

___The business activities of the Group can be classified in the following segments: Airport, Handling and Non-Aviation.

___**Airport.** The primary activity of this segment is the provision of classic airport services such as facilities for take-offs, landings and parking of aircraft, passenger handling and central infrastructure. Fees for these services are generally subject to contractual limits.

___**Handling.** This segment is responsible for aircraft handling services, which consist primarily of the loading and unloading of aircraft. In accordance with EU guidelines, this segment is not reserved for the airport operator (Flughafen Wien AG) alone; airlines and other third party companies may also offer handling services at Vienna International Airport. In Fall 2000 the German VAS Flughafenbodenverkehrsdienste GmbH commenced the provision of handling services at Vienna International Airport.

___**Non-Aviation.** All other services not included in the above two areas are combined under the Non-Aviation segment. These services include the rental of office and commercial space, especially for shopping, gastronomy and advertising, management of parking facilities and the provision of ancillary services such as electricity, heating and the like.

Segment Results for 2000

in T€ (with the exception of employees)

	Airport	Handling	Non-Aviation	Group
External segment turnover	137,422.5	117,898.0	71,734.1	327,054.6
Internal segment turnover	30,076.9	5,065.5	41,738.3	
Total segment turnover	167,499.3	122,963.5	113,472.3	
Other external turnover				383.9
Group turnover				327,438.5
Segment results	68,334.1	23,332.7	26,771.6	118,438.5
Other (not allocated)				-25,328.1
Group EBIT/operating profit				93.110,4
Segment depreciation	29,383.6	3,579.3	11,175.9	44,138.8
Other (not allocated)				277.3
Group depreciation				44.416,2
Segment investments	17,148.5	3,757.1	6,948.4	27,854.0
Other (not allocated)				678.6
Group investments				28.532,6
Segment assets	352,305.7	23,726.8	114,409.0	490,441.4
Other (not allocated)*				259,937.9
Group assets				750,379.3
Segment liabilities	43,070.6	66,098.8	49,515.5	158,684.9
Other (not allocated)*				78,038.9
Group liabilities				236.723,8
Segment employees (balance sheet date)	331	1,383	804	2,518
Other (not allocated)				126
Group employees (balance sheet date)				2,644

* Non-allocated assets and liabilities are comprised primarily of securities, liquid funds, deferred tax assets and provisions for taxes. The proportional share of results in associates consolidated at equity and the book values of these companies are not shown for reasons of immateriality.

Segment Results for 1999

in T€ (with the exception of employees)

	Airport	Handling	Non-Aviation	Group
External segment turnover	132,092.2	108,293.9	72,014.4	312,400.5
Internal segment turnover	28,018.7	5,262.4	37,519.3	
Total segment turnover	160,110.9	113,556.3	109,533.7	
Other external turnover				211.1
Group turnover				312,611,6
Segment results	65,170.1	17,721.1	25,012.5	107,903.7
Other (not allocated)				-18,402.9
Group EBIT/operating profit				89,500.9
Segment depreciation	27,532.5	4,002.3	11,113.9	42,648.6
Other (not allocated)				142.8
Group depreciation				42,791,4
Segment investments	37,528.2	3,752.9	11,419.1	52,700.1
Other (not allocated)				240.9
Group investments				52,941.0
Segment assets	364,310.3	22,580.6	119,342.7	506,233.6
Other (not allocated)				293,966.6
Group assets				800,200.2
Segment liabilities	57,931.9	71,964.0	56,706.4	186,602.3
Other (not allocated)				42,356.6
Group liabilities				228,958.9
Segment employees (balance sheet date)	371	1,297	753	2,421
Other (not allocated)				126
Group employees (balance sheet date)				2,547

___ The proportional share of results in associates consolidated at equity and the book values of these companies are not shown for reasons of immateriality.

(30) Financing instruments

Primary financing instruments

___Flughafen AG conducts investing activities on behalf of its Austrian subsidiaries. Financial resources are invested primarily in investment funds and fixed-interest bonds. Transactions are concluded only with Austrian companies, which have outstanding credit ratings.

Current and non-current securities are comprised of the following:

Non-current securities

in T€	2000	1999
R-63 Fund	38,560.6	40,060.7
Stock	494.9	494.9
Other	245.7	47.4
	<u>39,301.1</u>	<u>40,603.1</u>

___As of 31 December 2000 the market value of non-current securities totalled T€ 39,301.1 (1999: T€ 40,790.9).

Current securities

in T€	2000	1999
GF 7 Fund	91,335.4	34,212.5
A 19 Fund	42,627.2	44,993.4
GF 69 Fund	0.0	89,598.6
BAWAG SF 17	12,202.6	0.0
Fixed-interest securities	6,269.1	43,197.3
	<u>152,434.3</u>	<u>212,001.8</u>

___The R 63 Fund, a funds' fund managed by Raiffeisen KAG, serves to fulfil coverage requirements for the severance compensation and pension provisions as called for under §14 of the Austrian Income Tax Act. The allocation of assets as of 31 December 2000 showed 30% international stocks, 68% bonds and 2% cash. The risk structure of this fund is similar to a pension fund.

___The Capital Invest GF 7 Fund was merged with the GF 69 Fund during the reporting year. As of 31 December 2000, 97% of the fund was invested in Austrian bonds.

___The asset allocation of the A 19 Fund as of 31 December 2000 shows 24% in international stocks, 39% in bonds, and 37% in cash and rights.

___As of the balance sheet date, neither the GF 7 nor A 19 Funds carries any foreign exchange risk. Existing foreign exchange items were hedged.

___The BAWAG SF17 Fund had an investment of 99% in international stocks as of the balance sheet date.

Derivative financing instruments

___The Group only uses derivative financing instruments on an exception basis because investment strategy limits exchange rate risk. As of the balance sheet date, the Group had no outstanding derivative financing instruments.

(31) Information on business associations with related companies and persons

___In 1993 Flughafen Wien AG granted Corvin Hotel Airport Plaza Errichtungs- und Betriebs-gesellschaft m.b.H. mezzanine capital totalling T€ 7,267.3, which was written off entirely in 1999 and 2000.

___In 1999 Flughafen Wien AG granted Airport Consulting Vienna GmbH a working capital loan of T€ 726.7, which is interest-bearing and repayable by mid-2001.

(32) Other obligations and risks

___On 20 December 2000, a pension fund contract was concluded with ÖPAG Pensionskassen AG and Vereinigte Pensionskassen AG for those employees of Flughafen Wien AG who joined the Company after 30 September 1986 and have more than five years of service. Flughafen Wien AG is committed to transfer the value of the pension provision for these employees as of 31 December 2000, which was calculated in accordance with Austrian law, to the pension fund as of 1 January 2001 and to make an annual contribution equal to 2.5% of total payroll beginning in 2001.

___Flughafen Wien AG will assume the costs for Flughafen Wien Mitarbeiterbeteiligung Privatstiftung (private foundation), which consist primarily of corporate income taxes and gift tax, in the form of subsequent contributions.

(33) Significant events occurring after the balance sheet date

___After reaching a settlement and following the positive conclusion of a legal audit related to the merger, the Hochtief and IVG consortium have formed a joint association to develop the Berlin project.

(34) Information on bodies of the corporation and employees

As of 31 December, the Flughafen Wien Group employed the following workforce:

Employees (excluding Managing Board and managing directors)	2000	1999
Workers	1,895	1,803
Staff	749	744
	2,644	2,547

___The Managing Board of Flughafen Wien AG received compensation and benefits totalling T€ 917.3 (1999: T€ 783.2) for the 2000 Business Year.

___Compensation paid to previous members of the Managing Board totalled T€ 1,116.0 (1999: T€ 298.4).

___Attendance allowances and remuneration of T€ 64.6 (1999: T€ 68.9) were paid by Flughafen Wien AG to members of the Supervisory Board in 2000.

Major differences between IAS and Austrian accounting principles

Basic conceptual differences

___Austrian accounting principles, which are codified in the Commercial Code, place the principle of creditor protection in the foreground and correspondingly place great importance on the principle of conservatism. The determinant position of commercial law financial statements for tax assessment also has a major influence on financial statements prepared in keeping with Austrian accounting principles.

___The primary goal of accounting under IAS is to provide appropriate decision-making information for shareholders and investors. IAS therefore place higher value than Austrian accounting principles on the comparability of financial statements, both over time and between companies.

___Following is a presentation of specific differences that are of special importance for these financial statements:

Fixed assets

___The Austrian Commercial Code prescribes conservative values for depreciation and the useful lives of assets in keeping with the fundamental principles of accounting. Under IAS, depreciation periods must be regularly compared with the actual useful lives of assets and adjusted where necessary. This procedure leads to longer useful lives for certain assets owned by Flughafen Wien AG, in particular runways, aprons and taxiways.

___In contrast to the Austrian Commercial Code, IAS require the revaluation of financial assets.

Current securities

___The Austrian Commercial Code requires current securities to be recorded at the lower of acquisition cost or market value. In accordance with IAS 25, securities shown in the consolidated financial statements of Flughafen AG are stated at market value. As is the case with financial assets, revaluations are mandatory. Write-ups in excess of purchase price are credited to equity (revaluation reserve) with no effect on the income statement.

Treasury stock

___In accordance with the Austrian Commercial Code, treasury stock must be recorded under non-current or current assets and a separate reserve must be created for this item under equity and liabilities.

According to IAS, changes in shares outstanding are to be recorded under equity.

Deferred taxes

___Austrian accounting principles are based on the "timing concept". The creation of deferred tax provisions is therefore only required for differences between financial statements prepared according to commercial law and taxable results if these differences are expected to be offset in the future. The creation of deferred tax assets in individual company financial statements is optional; provisions for deferred taxes are mandatory. Deferred tax assets on loss carry-forwards may not be capitalized.

___IAS focus on the "temporary concept" in conjunction with the "balance sheet - liability method". Deferred taxes must therefore be created for all differences arising between financial statements prepared for tax purposes and IAS financial statements; in such cases, deferred taxes should be calculated based on the current actual tax rate. No discounts are permitted. Deferred tax assets on tax loss carry-forwards must generally be capitalized and should be analysed in the same manner as other assets to estimate the realisable amount.

Provisions for pensions, severance compensation and service anniversary bonuses

___According to Austrian accounting principles, future wage and salary increases may not be included in calculating employee-related provisions. These calculations should be based on the present value or Austrian "Teilwert" method with a discount rate.

___Creation of the above employee-related provisions under IAS are based on the projected unit credit method, which incorporates future wage and salary increases. The discount rate is based on current capital market interest rates. Calculations based on this method lead to significantly higher additions to provisions than calculations made in accordance with the Austrian Commercial Code.

Expanded requirements for information

___International Accounting Standards require more detailed information that, in some points, significantly exceeds the requirements of Austrian accounting principles for the Notes or report of the Managing Board. Such items include required disclosure of items on the balance sheet, income statement, mandatory statement of cash flows and development of equity as well as other information, in particular in connection with derivative financing instruments, to provide a true and fair view of the asset, financial and earnings positions of a company. In part, this information includes explanations that are part of the management report under Austrian accounting principles.

Schwechat, 22 March 2001

The Managing Board:

Herbert Kaufmann

Gerhard Schmid

Kurt Waniek

Subsidiaries of Flughafen Wien AG

Appendix 1 to the Notes

Company	Abbreviation	Parent Company	Country	% Owned	Type of Consolidation	Note
Flughafen Wien AG	VIE		Austria		VK	
Vienna Aircraft Handling Gesellschaft m.b.H.	VAH	VIE	Austria	100%	VK	
Flughafen Wien Immobilienverwertungsgesellschaft m.b.H.	IVW	VIE	Austria	100%	VK	
Vienna International Airport Security Services Ges.m.b.H.	VIAS	VIE	Austria	100%	VK	
VIE Liegenschaftsbeteiligungsgesellschaft m.b.H.	VIEL	VIE	Austria	100%	VK	
City Air Terminal Betriebsgesellschaft m.b.H.	CAT	VIE	Austria	100%	VK	
Flughafen Wien / Berlin-Brandenburg International Entwicklungsbeteiligungsgesellschaft m.b.H.	VIE-BBI	VIE	Germany	100%	NK	a)
Airport Consulting Vienna GmbH	ACV	VIE	Austria	50%	EQ	
Corvin Hotel Airport Plaza Errichtungs- und Betriebsgesellschaft m.b.H.	CHP	VIE	Austria	33.3%	EQ	
VIE- Reiseservice GmbH.	VIE-Reise	VIE	Austria	32%	EQ	
VIE Shops Entwicklungs- und Betriebsgesellschaft mbH.	VIE-Shops	VIE	Austria	51%	NK	a)
Vienna Airport Business Park Immobilienentwicklungsgesellschaft m.b.H.	BPIE	VIEL	Austria	100%	VK	
Vienna Airport Business Park Immobilienbesitzgesellschaft m.b.H.	BPIB	VIEL	Austria	100%	VK	
Salzburger Flughafen Sicherheitsgesellschaft m.b.H.	SFS	VIAS	Austria	49%	NK	a)
VIAS Hellas Security Air Transport Services Limited Liability Company	VIAS-H	VIAS	Greece	99.9%	NK	a)
AviaSec Aviation Security GmbH	VIAS-D	VIAS	Germany	49%	NK	a)

Type of consolidation:

VK = Full consolidation, EQ = Equity valuation, NK = not consolidated

Notes: a) Not included for reasons of immateriality

Audit Opinion

___ We have audited the accompanying consolidated financial statements of Flughafen Wien AG (the Group) as of December 31, 2000 according to the International Accounting Standards (IAS) established by the International Accounting Standards Committee (IASC). These financial statements, which were prepared, are the responsibility of the Company's management. Our responsibility is to express an opinion on these statements based on our audit.


___ We conducted our audit in accordance with International Standards on Auditing issued by the International Federation of Accountants (IFAC). These standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement. An audit also includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. The audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

___ In our opinion, the consolidated financial statements present fairly in all material respects the financial position of the Group as of 31 December, 2000 and the results of operations and cash flows for the year then ended in accordance with International Accounting Standards (IAS).

___ Austrian commercial law requires us to audit the Group management report and compliance with the requirements to exempt the Group from preparing consolidated financial statements under Austrian law. We certify that the Group management report agrees with the consolidated financial statements, and that the requirements are met to exempt the Group from preparing consolidated financial statements under Austrian law.

Vienna, 22 March 2001

CONFIDA
Wirtschaftstreuhandgesellschaft m.b.H.
Wirtschaftsprüfungsgesellschaft

Walter Groier



Karl-Heinz Moser

Subsidiaries of Flughafen Wien AG

(prior year values in brackets, in T€)

1. Subsidiaries fully consolidated in the Group financial statements:

Flughafen Wien Immobilienverwertungsgesellschaft m.b.H. (IVW)

Percentage owned: 100%
Equity: € 76,406,670.64 (T€ 66,797.6)
Turnover: € 38,631,803.34 (T€ 40,936.8)
Profit for the year 2000: € 19,506,942.51 (T€ 10,001.9)

___ **Principal activities:** the commercial leasing of assets, in particular real estate, and acquisition of property and buildings at Vienna International Airport.

Vienna Aircraft Handling Gesellschaft m.b.H. (VAH)

Percentage owned: 100%
Equity: € 48,159.42 (T€ 44.0)
Turnover: € 4,171,426.26 (T€ 3,921.9)
Profit for the year 2000: € 368,545.55 (T€ 461.3)

___ **Principal activities:** provision of a full range of services for general aviation and, in particular, for business aviation; major revenue generators are private aircraft handling and aircraft handling services provided on behalf of Flughafen Wien AG in the general aviation sector (incl. fuelling and provision of hangar space).

Vienna International Airport Security Services Ges.m.b.H. (VIAS)

Percentage owned: 100%
Equity: € 3,661,389.80 (T€ 3,622.1)
Turnover: € 15,158,556.60 (T€ 14,509.0)
Profit for the year 2000: € 2,075,137.65 (T€ 2,038.3)

___ **Principal activities:** provision of security controls (persons and hand luggage) on behalf of the Austrian Ministry of the Interior and various other services for aviation customers (wheelchair transport, control of oversize baggage, etc); the company is currently participating in tenders for the provision of security services at other airports.

City Air Terminal Betriebsges.m.b.H. (CAT)

Percentage owned: 100%
Equity: € 37,279.02 (T€ 37.7)
Turnover: € 0.00 (T€ 0.0)
Loss for the year 2000: € 429.88 (T€ 0.4)

___ **Principal activities:** operation of the City Air Terminal; at present, the company is inactive.

VIE Liegenschaftsbeteiligungsgesellschaft m.b.H. (VIEL)

Percentage owned: 100 %
 Equity: € 6,095,712.29 (T€ 6,098.2)
 Turnover: € 0.00 (T€ 0.0)
 Loss for the year 2000: € -2,507.70 (T€ -3.1)

Principal activities: of the company and its two subsidiaries VIEBPIB and VIEBPIE are the purchase, development, and sale of real estate owned by VIEBPIB; current activities of the three companies focus on development of the Business Park Fischamend near the airport; this real estate project was in the planning and project stage during 2000.

Vienna Airport Business Park Immobilienbesitzgesellschaft m.b.H.

Percentage owned: 100%
 Equity: € 4,293,439.24 (T€ 4,306.2)
 Turnover: € 0.00 (T€ 0.0)
 Loss for the year 2000: € -12,782.56 (T€ -12.8)

Principal activities: purchase and sale of real estate.

Vienna Airport Business Park Immobilienentwicklungsgesellschaft m.b.H.

Percentage owned: 100%
 Equity: € 361,681.24 (T€ 377.6)
 Turnover: € 0.00 (T€ 0.0)
 Loss for the year 2000: € -15,965.98 (T€ -42.5)

Principal activities: planning, construction and management of commercial, and industrial development projects.

2. Subsidiaries included in the consolidated financial statements using the equity method:

Corvin Hotel Airport Plaza Errichtungs- und Betriebsgesellschaft m.b.H. (CHP)

Percentage owned: 33.3%
 Equity: € -12,883,969.32 (T€ -12,353)
 Turnover: € 11,558,756.33 (T€ 10,218)
 Loss for the year 1999: € -1,220,332.52 (T€ -843)

Principal activities: operation of the two airport hotels, Novotel und Sofitel; Flughafen Wien AG sold its share in this company during 2000 and the hotels are now operated by the Astron Group.

VIE-Reiseservice GmbH

Percentage owned: 32%
 Equity: € 87,693.35 (T€ 139)
 Turnover: € 1,881,570.70 (T€ 1,622)
 Profit for the year 2000: € 43,040.16 (T€ 44)

Principal activities: operation of a travel agency at Vienna International Airport.

Airport Consulting Vienna GmbH (ACV)

Percentage owned: 50%
 Equity: € 91,955.60 (T€ 69)
 Turnover: € 1,678,968.64 (T€ 1,567)
 Profit for the year 1999: € 25,306.39 (T€ 64)

Principal activities: provision of consulting services for international and national airports, and companies operating at or nearby airports; ACV holds an investment in a subsidiary Airport Consulting Servis Ve Danismanlik Limited Sirketi (ACT), which is headquartered in Istanbul, and operates the Terminal & Car Park at Istanbul Airport as part of the "Build Operate & Transfer" project.

3. Investments not included in the consolidated financial statements

Salzburger Flughafen Sicherheitsgesellschaft m.b.H. (SFS)

Percentage owned: 49% (owned by VIAS)

Equity: € 58,762.67 (T€ 45.7)

Turnover: € 84,865.69 (T€ 22.7)

Profit for the year 2000: € 13,105.28 (T€ 13.6)

___ **Principal activities:** provision of security services at Salzburg Airport, with start of operations in 1998; the remaining 51% share was acquired by Salzburger Flughafenbetriebsgesellschaft at the end of February 2001.

Flughafen Wien/Berlin-Brandenburg International

Entwicklungsbeteiligungsgesellschaft m.b.H. (VIEBBI)

Percentage owned: 100%

___ **Principal activities:** investment in a company headquartered in Berlin, Germany, for development of the Berlin-Brandenburg Airport project; the company will purchase and hold shares in this project, and also develop Berlin-Schönefeld Airport into Berlin-Brandenburg International Airport and act as operator of the facility.

VIE Shops Entwicklungs- und Betriebsges.m.b.H. (VIE Shops)

Percentage owned: 51%

___ **Principal activities:** the development of shop concepts and independent operation of shops at domestic and international airports; Flughafen Wien AG acquired this investment as of 16 July 1999; VIE Shops hold a 20% share in Austrian Airlines Retail Company HandelsgesmbH. (ARC).

VIAS Hellas Security Air Transport Services Limited Liability Company (VIAS Hellas Ltd.)

Percentage owned: VIAS 99.9%

___ **Principal activities:** provision of security services for airports and airlines; the company is headquartered in Athens, and was founded by VIAS to enable participation in tenders for the provision of security services at airports in Greece.

AviaSec Aviation Security GmbH

Percentage owned: VIAS 49%

___ **Principal activities:** provision of security services for civil aviation; the company is headquartered in Oberding, Germany, and was founded by VIAS together with two Hamburg companies, Unternehmen SecuServ Aviation Security and Services Holding International GmbH, to enable participation in tenders for the provision of security services at airports in Germany.

Report of the Supervisory Board

Meetings

___The Supervisory Board met seven times during the 2000 Business Year. In addition, the Working Committee of the Supervisory Board held two meetings during the reporting year.

___The Managing Board informed the Supervisory Board regularly of the development of business and the position of the individual Group companies. The Supervisory Board was therefore able to monitor the performance of the Company on a continual basis.

Audit

___CONFIDA, Wirtschaftstreuhandgesellschaft m.b.H., Wirtschaftsprüfungs- und Steuerberatungsgesellschaft, 1191 Vienna, certified public accountants and tax consultants, were elected auditors of the annual financial statements at the Ninth Annual General Meeting of Flughafen Wien AG and were commissioned to perform this audit. This firm audited the annual and consolidated financial statements as of 31 December 2000 and the status reports for the Group and the Company, which were prepared by the Managing Board, and awarded these documents an unqualified opinion.

___The Managing Board presented the following documents to the Supervisory Board and reported in detail thereon: the annual financial statements of Flughafen Wien AG which were prepared in accordance with Austrian accounting principles, the consolidated financial statements for the Flughafen Wien Group which were prepared in accordance with International Accounting Standards, and the status reports for the Company and the Group for the 2000 business year.

Approval of Financial Statements

___The Supervisory Board reviewed the 2000 annual financial statements and status report for the 2000 business year of Flughafen Wien AG, in particular during extensive discussions in the presence of the auditors, and accepted these documents. The 2000 annual financial statements of Flughafen Wien AG are hereby approved.

Recommendation for the Distribution of Profits

___The Supervisory Board agrees with the recommendation of the Managing Board to distribute a dividend of € 2.10 per share or a total of € 44,100,000.- from 2000 profit of € 44,101,369.29 and to carry forward the remainder of € 1,369.29.

Acknowledgement

___The Supervisory Board would like to express its thanks to the members of the Managing Board and all employees for their dedication and efforts during the 2000 business year.

Johannes Coreth

Chairman of the Supervisory Board

Access Fee

Charge for commercial services provided at Vienna International Airport

AEA

Association of European Airlines

Airside

Aircraft handling area

Apron

"Parking space" for aircraft

Baggage Reconciliation System (BRS)

Recording and monitoring system for baggage

Brokerage

Provision of aircraft in exchange for compensation

Connectivity Rate

Indicator for the number of connecting flights that can be reached within 60 minutes after an aircraft has landed

Delay

Late arrival or departure of an aircraft

Equivalent Continuous Noise Level

Indicator based on individual noise events including peak levels, intervals, and frequency

Flight Movements

Take-offs and landings

Noise Zone

Sector in which a specific noise level is exceeded

General Aviation Centre

Facility for general aviation

Handling

Various services provided for aircraft

Home Carrier

Domestic airline

Hub

Connecting point for air traffic

IATA

International Air Transport Association (organization of airline companies)

Landside

Handling area for passengers

Maximum Take-off Weight (MTOW)

Maximum allowable take-off weight determined by manufacturer for each type of aircraft

Minimum Connecting Time (MCT)

Guaranteed minimum transfer time

Pax

Passengers

Private Aircraft

Aircraft owned by private persons

Rapid Taxiway

Taxiway used for fast exit from runway

Red Cap Agent

Employee responsible for aircraft handling (red cap system)

Trucking

Air cargo transported by lorries (substitute means of transportation)

Turnaround

Time required by ground handling to ready an aircraft for the next take-off

Key Traffic Figures

	2000	Change vs. 1999 in %
Passengers (arrival, departure, transit)	11,939,571	+ 6.6
Scheduled traffic	10,475,167	+ 7.1
Charter traffic	1,464,404	+ 2.8
Transfer passengers	3,352,080	+ 9.3
Transfer in %	28.4%	
Passengers (Departing) Scheduled Traffic		
Long Haul	619,479	+ 4.4
Europe	4,333,629	+ 7.7
East Europe	705,109	+ 14.2
West Europe	3,628,520	+ 6.6
Far East	365,800	+ 5.9
Near and Middle East	184,128	+ 9.4
North America	200,440	+ 12.4
Africa and South America	125,960	- 12.8
Passengers Scheduled Traffic	2000	Change vs. 1999 in %
West Europe (pax out)		
1. London	393,943	- 1.5
2. Frankfurt	335,118	+ 9.7
3. Paris	254,658	+ 0.7
Long Haul Passengers / West (pax out)		
1. New York	71,222	- 26.0
2. Chicago	53,742	-
3. Washington	44,920	-
Far East Scheduled Traffic (pax out)		
1. Bangkok	47,326	+ 13.3
2. Osaka	41,059	+ 41.1
3. Kuala Lumpur	39,589	+ 7.9
East Europe Scheduled Traffic (pax out)		
1. Warsaw	62,098	- 5.8
2. Budapest	59,820	+ 3.8
3. Prague	59,656	+ 5.2
Charter Traffic (pax out)		
1. Antalya	110,496	+171.3
2. Heraklion	45,447	- 11.0
3. Monastir	38,180	- 16.6



Reply Card

Yes, I want to receive information on Flughafen Wien AG in the future. Please continue to send me Shareholders Letters and Annual Reports on a regular basis.

Please send me invitations to your airport tours and information events.

I prefer to receive current information by e-mail. My e-mail address is:

..... @

Please remove my name from the shareholders file. I have no further interest in information on Flughafen Wien AG.

Name/Company:
Street:
Postal Code/City:

Postage
paid by
recipient

To:
Flughafen Wien AG
Communications Dept.
P.O. Box 1
A-1300 Wien-Flughafen

Flughafen Wien
Aktiengesellschaft
P. O. Box 1
A-1300 Wien-Flughafen
Telephone: +43-1-7007-0
Telefax: +43-1-7007-23001
<http://www.viennaairport.com>

Data Registry Nr.: 008613
Corporate Register Nr.: FN 42984 m
Court of Registry:
Provincial Court in Korneuburg

Investor Relations:
Robert Dusek
Telephone: +43-1-7007-23126
e-mail: investor-relations@viennaairport.com

Communications Department:
Dagmar Lang
Telephone: +43-1-7007-22103
e-mail: m@viennaairport.com

Imprint

Published by:
Flughafen Wien Aktiengesellschaft
Communications Department

Consulting and Co-ordination:
Mensalia Unternehmensberatung
Design: Büro X
Printed by: Holzhausen
Translation: Donna Schiller-Margolis

